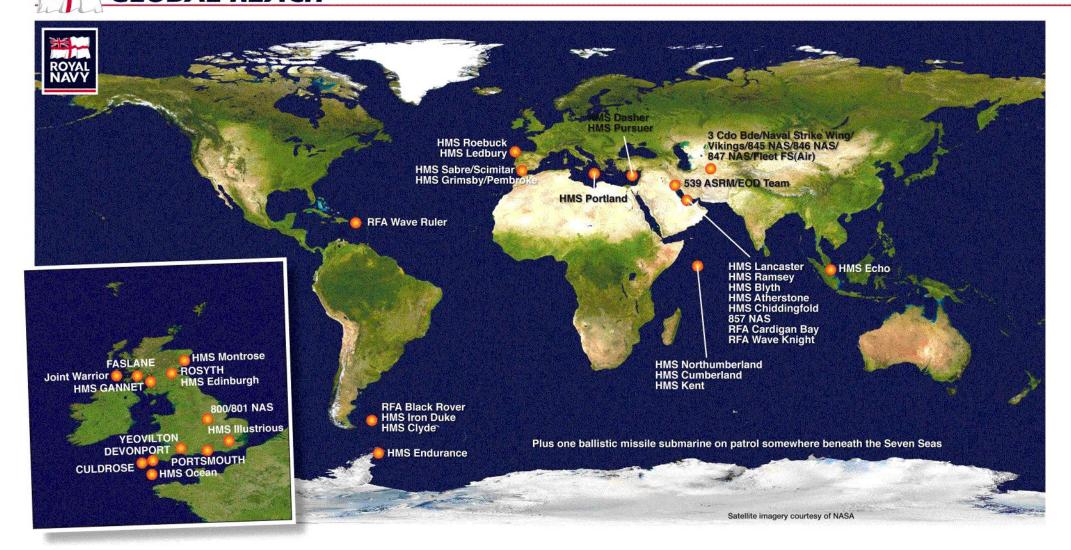


GLOBAL REACH



This time last year, Royal Marines were locking horns with the Taleban; British sailors were safeguarding Iraq's oil platforms and HMS Endurance was punching her way through the Antarctic

What goes around...

But not entirely: there's a new point of main effort (Schwerpunkt in military terminology) for RN ops currently: anti-piracy.

HM Ships Cumberland, Northumberland and Kent are leading the British charge against increasingly brazen pirates who have been striking with seeming impunity against merchant shipping around the Horn of Africa.

Cumberland's boarding party was involved in a fire-fight with pirates, while Northumberland drove off suspected brigands (see page 8). HMS Kent has just joined the duo after working with the navies of New Zealand, Singapore, Australia and Malaysia (see page 4) and crossing the Indian Ocean (see pages 23-25).

Soon arriving east of Suez is HMS Portland which has just departed Devenoret on a lengthy security patrol (see page 4).

departed Devonport on a lengthy security patrol (see page 4).

And just back in Devonport from east of Suez is **HMS Chatham** (plus one plastic mouse) which has safely protected Iraq's oil terminals, KAAOT and ABOT (see page 7). Those structures are now under the equally capable guardianship of **HMS Lancaster**

HMS Blyth and Ramsey are about to bow out of the Gulf after two years (see page 4) while sisters **HMS Pembroke** and **Grimsby** head out from Faslane to replace them (see page 9). They will join HMS Chiddingfold and Atherstone to maintain a four-strong RN mine countermeasures force in the region (see page 4).

3 Commando Brigade and its various constituent formations

continues to try to put the screw on insurgents in Helmand, ably assisted by the fliers of the **Commando Helicopter Force**. Our Afghanistan round-up focuses on the work of the latter in particular (see pages 14-15).

Not everything happens east of Suez. The RN's quite busy

west of it, too.

HMS Endurance is punching and crunching her way through the ice (see page 10), while a few hundred miles to the north, HMS Clyde has been marking her first birthday in the Falklands (see page 5), where she's been joined by HMS Iron Duke (see right) fresh from the Caribbean. The Iron Duck has taken over from HMS Liverpool, which has returned to Portsmouth after seven months away (see page 5).

In home waters, HMS Illustrious has been in Liverpool and in London (see page 13) after taking part in Joint Warrior war games.

London (see page 13), after taking part in Joint Warrior war games with a sizeable RN and international fleet (see pages 26-27).

HMS Edinburgh visited Scotland's two largest cities - in the space of one week - (see page 7) while further up the east coast, HMS Montrose visited Angus before heading for refit in Rosyth

Edinburgh's not been the only destroyer moving on the Clyde. **HMS Dauntless** has begun sea trials, **HMS Daring** is readying to head to Portsmouth for the first time and **HMS Dragon**, the fourth

of the Type 45 warships, has been launched (see page 13).

One destroyer which will not be sailing again is **HMS Exeter**; she's laid up in Pompey ahead of formally decommissioning. Her ship's company bade a fond farewell to the county town of Devon (see page 10).

Helicopter carrier **HMS Ocean** is on the cusp of returning to front-line action; she's enjoying the rigours of Operational Sea Training before she leads an amphibious task group in the new

That group won't be quite as large as the Overlord force which sailed for Normandy in 1944. Students from the **Joint Services Command and Staff College** headed across the Channel to learn more about the greatest invasion in history (see page 22).

And finally... may we wish our readers - and all members of the Naval Service past and present – a Merry Christmas and the very best for 2009. We'll see you next year.

Fleet Focus 'Huge in stature'

THE coward's way of war - a booby trap - killed two Royal Marines and gravely wounded a comrade on patrol in Afghanistan.

Mnes Neil Dunstan and Robert 'Frank' McKibben died when their Jackal vehicle struck an explosive device while on patrol with Aghan troops near Garmsir in southern Helmand. Despite the best efforts of comrades, the two green berets

ere pronounced dead at the scene. An Afghan soldier was

also killed by the blast.

Both men were aged 32 – and both joined the Corps at the relatively-advanced age of 27.

Mne McKibben from County Mayo in Ireland had already completed one tour of duty in Afghanistan before joining the Brigade Reconnaissance Force; he was on the verge of becoming a member of the UK Special Forces. Comrades described the Irishman as the archetypal "larger-

than-life character" who viewed life "as a glass half-full" and spoke constantly of his beloved Ireland and his family. He was also "a strong soldier" irrespective of circumstances, who could always be relied upon.

"Frank was huge in stature and in personality. He will be orely missed by all who knew him," said BRF Sergeant Major WO2 'Ginge' Booth.

His comrade from Bournemouth had his heart set on becoming a Royal Marines mountain leader after working with the elite unit in Norway and Switzerland.

He was due to marry his fiancée Kate Miller next summer. As a warrior, he possessed "commando qualities in abundance, always prepared to go that extra mile for his

Fellow Royals branded him 'Old Man Dunstan'; they admired his calm professionalism, his fluency in French, and his ever-cheerful attitude.

"He is what all young marines should aspire to be," said Sgt 'Banjo' Haigh, team commander BRF.

"It was a pleasure to know and work with Neil – he encapsulated the commando spirit. He would have made an excellent mountain leader and will be sorely missed by all." ■ Royal Marine Jonathan Wigley was killed by friendly fire

from American jets, a Board of Inquiry has determined.
Without the presence of those F/A18 Hornets from the USS Dwight D Eisenhower on December 5 2006, however, the plight of Zulu Company, 45 Cdo, would have been far graver.

The Arbroath marines were involved in heavy fighting with insurgents near Garmsir who were strafing the commandos' positions with small arms and RPG fire.

The Hornets made six runs over the battlefield, strafing and bombing positions. On the sixth and final pass, 21-year-old Mne Wigley was fatally wounded.

The BOI has recommended that friendly forces have better identification markers to distinguish their positions from the enemy's wherever possible.

But overall the board believes that those involved in the tragedy "acted in good faith throughout".

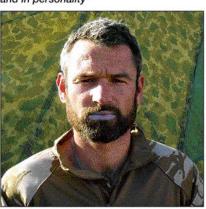
In peacetime exercises, a similar incident would probably not have occurred. The report concludes: "War is a very different environment,

where risks must be taken to achieve one's aim. "Perhaps the most telling statement is that of Z Company's Sergeant Major who wanted to send the aircrew a message after the incident. This was never actually sent, but it was going to say that it had not been a good day in the office for any of them, but had the F18s not been there, they would probably have lost far more men that day."

The report can be found at www.mod.uk/DefenceInternet/ AboutDefence/CorporatePublications/BoardsOfInquiry/ BoardOfInquiryIntoTheDeathOfMarineJWigley.htm



• Mne Robert McKibben - 'huge in stature and in personality



• Mne Neil Dunstan - 'what all young marines should aspire to be



Mne Jonathan Wigley, killed by 'friendly



Duck's found in Falklands

AFTER soaking up the Caribbean sun (and receiving the odd battering from the storms), HMS Iron Duke now finds herself on patrol around the

Falklands.
The Atlantic Patrol (North) has become Atlantic Patrol (South) with the Type 23 frigate providing reassurance to the good folk of

the remote British dependency. Getting to know the Falklands began with a ten-day patrol around the islands, taking in Pebble Island, Port Stanley, Fox Bay, and San Carlos Water.

And it was a patrol, not a cruise. The Iron Duck's crew carried out weapon-loading drills, adding and removing Sea Skua anti-ship missiles to the frigate's Lynx, while the gunnery team let loose with the 4.5in main gun in a mock ground-support mission.

The ops room was kept busy when two of the four F3 Tornadoes based in the Falklands simulated air attack.

In San Carlos, the sailors paid their respects to the men of 1982 – as they did at Pebble Island, the closest landfall to the last resting place of HMS Coventry.

Acts of remembrance intinued in Stanley, wh Duke visited during the armistice weekend. "We have very high

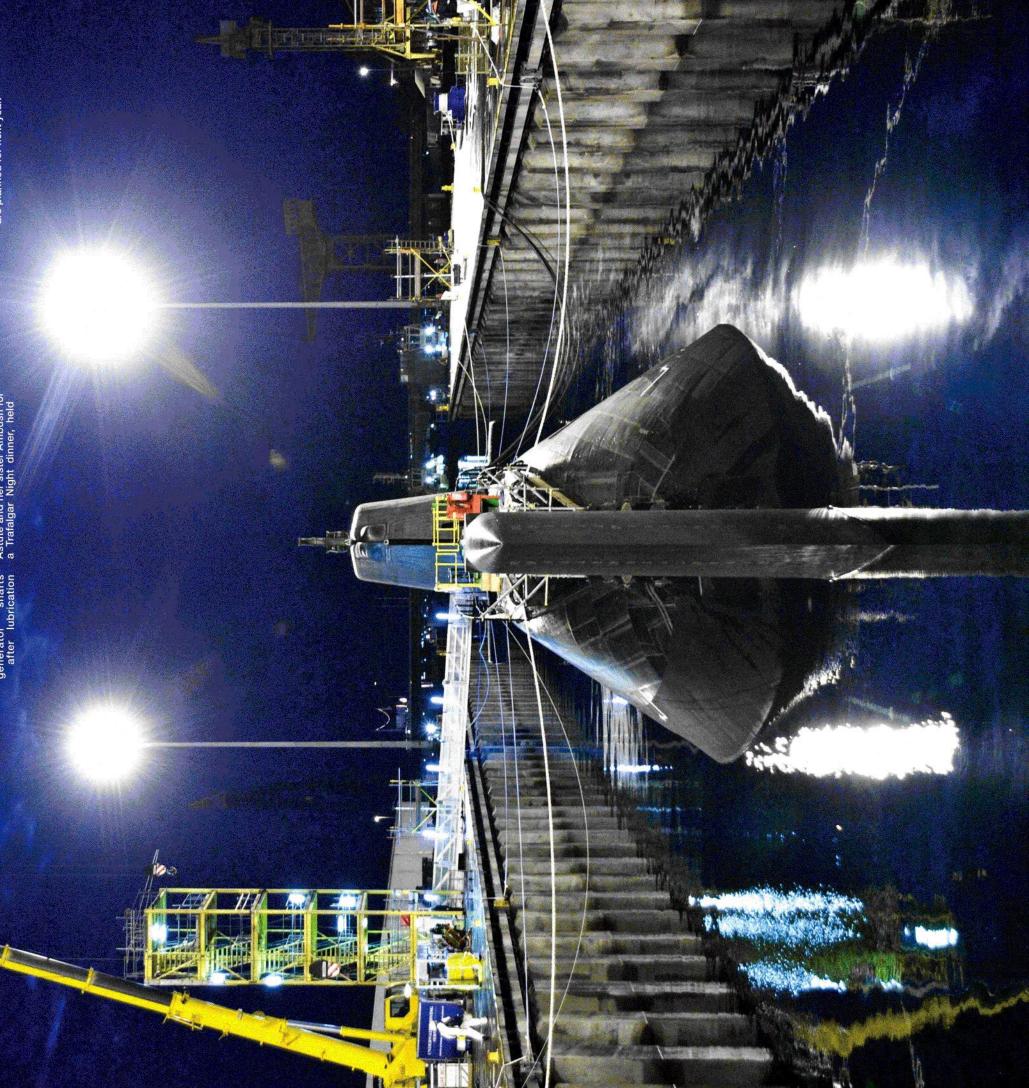
standards for the operation of our equipment and through practice we maintain these levels," explained CO Cdr Mark Newland.

"I am also delighted, of course, to be able to land members of the ship's company to places such as San Carlos and Pebble Island.

"Each one has its own unique history and it is important to me that I expose my young ship's company to this key role the Royal Navy had during the Falklands Conflict of 1982."

■ See pages 28-29 for a roundup of remembrance services

Picture: Mike Vallance (BAE Systems)



Stolen medals returned to commandos

ROYAL Marines have been reunited with their war medals stolen by a former comrade.

Commando – now excommando - Craig Firth was jailed for three and a half years for a crime described as "despicable' by a judge at Plymouth Crown

Thirty-three Operational Service Medals – earned by men in 42 Commando for tours of duty in Iraq and Afghanistan among other theatres - vanished from the Royals' Bickleigh base between 2005 and 2007.

Some of those medals later turned up for sale on internet auction site eBay – where they were spotted by the green berets.

They alerted police and as the enquiry progressed, more Service personnel contacted the MDP to complain about the theft of their medals; some of which had been stolen during burglaries of the barrack rooms.

The medals included Operational Service Medals for Afghanistan and Iraq, United Nations medals, Long Service and Good Conduct medals, Queen's Jubilee medals, a Northern Ireland Campaign Service Medal, a Kosovo campaign medal and a rarely awarded Accumulated Campaign Service Medal.

Thirty-three of the stolen awards were recovered by MOD police, who have returned them to their proper owners now the court case is over.

The court heard that Firth stole them over a two-year period and his uncle, Geoffrey Jenkin, sold them; Jenkin was jailed for two and a half years for his role in the scam.

"We're delighted that we've been able to recover these medals and ensure that they've been returned to their rightful owners," said DS Giles Hook, who headed the police investigation.
"We wanted to recover as

many medals as possible and our enquiries led us to a dealer in Perth, Western Australia, who had paid, in good faith, in the region of £8,400 for a variety of different campaign medals."

Judge Paul Darlow said the stolen medals could have fetched upwards of £25,000 on the collectors' circuit.

Deterrent decision

WHITEHALL must make important decisions in the coming year to ensure the next-generation nuclear deterrent is in service on time, a government watchdog has

Although it will be 15 years before the successors to the Vanguard class of submarines are due to join the Fleet, the National Audit Office says that meeting that deadline is "challenging" - and the MOD must set a provisional budget for the replacement programme

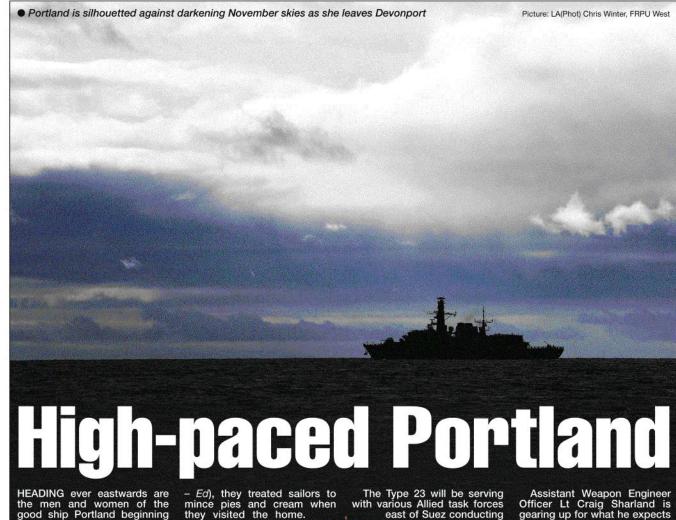
by next September. Initial estimates of replacing Vanguard (based on 2006-07 prices) suggest it will cost the taxpayer between £15bn and £20bn, while the running costs of the submarines are likely to be similar to outlay for the

current quartet.
The audit office says Whitehall has laid down substantial groundwork for the successor boats, but it cannot afford to delay the project.

Apart from the limited

lifespan of the Vanguards, there is a shortage of nuclear experts both in industry and in the MOD, plus only a few suppliers who can provide the highlyspecialised equipment for the submarines.

The NAO believes Whitehall should be looking now at possibly extending the lifespans of the V boats; the oldest, Vanguard, is currently due to leave service in the early



HEADING ever eastwards are the men and women of the good ship Portland beginning an eight-month tour of duty

And – like several RN vessels scattered around the globe – the frigate will be away over

Christmas.
So good job she stocked up with pressies and pudding before departing Devonport.
The good folk of the Castle Barbican retirement flats in Plympton St Maurice near Plymouth donated gifts to every junior rating on board.
And if that wasn't enough kindness shown by the Barbicaners (made-up word

- Ed), they treated sailors to mince pies and cream when they visited the home. In return, the sailors presented Castle Barbican with a framed photograph of their ship.

ship.
Those who
weren't treated to Christmas fare at Castle Barbican will have to wait for the big day itself; luckily puddings,

pies, turkeys, presents have all been stored aboard Portland as well as the usual supplies and ammunition.

The Type 23 will be serving with various Allied task forces east of Suez conducting the Fleet's No.1 mission at present: safety and security on the high

training material and preparations mean that Portland is in the best possible condition to

undertake any task asked of her," said' Commanding Officer Cdr Tim Henry. "I know that every single one of us is ready for all the challenges that lie ahead."

Assistant Weapon Engineer Officer Lt Craig Sharland is gearing up for what he expects will be a "high-paced yet rewarding experience" on his first deployment.

"It will be hard missing Christmas with my family and friends, but we have a supportive crew and I'm very proud to serve my country

proud to serve my country through the Royal Navy," he

added.
The deployment is the culmination of ten months of intensive training and exercises for the frigate which peaked during eight weeks of Operational Sea Training with FOST.

It's Happy H hour again

AFTER six months alongside undergoing a fairly extensive overhaul, minehunter HMS Hurworth is about to return to

The 'Happy H' spent 17 months of the previous two years deployed or on exercise, so she was in need of a little love and care.

She's also had quite a bit of new kit fitted during the revamp in her native Portsmouth, notably the Seafox mine disposal system which is gradually replacing the 'yellow submarines' in the Royal Navy's mine countermeasures force.

Other important additions to the ship include an advanced fire detection system to, er, detect fires and improved upper-deck weaponry. The overhaul has not all

been about fire and brimstone, however.

Junior rates - whose accommodation is compact if not necessarily bijou - have a new mess deck complete with fridge and widescreen television. While the ship's company

have been supervising much of this work, there have been plenty of opportunities to leave the Solent behind for some adventurous training, including expeditions to North Wales, the Lake District and Croatia.

"We have enjoyed the last six months alongside, spending time with our families for the first extended period in over two years," said Commanding Officer Lt Cdr Andy Woolhead.

"We are all itching to get back to sea, however, to use our new equipment - especially Seafox - and do the job we all enjoy."
The 'Happy H' sails next

month on trials around the UK before heading to Scotland to complete the final stage of training ahead of deploying.

Austin powers into Douglas

THE residents of the Isle of Man's capital were treated to the rare sight of one of the ships of

the Fleet. RFA Fort Austin dropped anchor in Douglas Bay for a weekend visit to the Irish Sea island.

The last time a major ship was in the island's waters, it didn't stop; Ark Royal sailed close enough to the shores of Man for locals to see her, but that was about it.

Fort Austin, a 23,000-tonne one-stop warehouse holding many of the supplies the Fleet requires to conduct its global business, was bound for Scotland to undergo some maintenance.

She spent three days anchored off Douglas, enough time to allow the sailors ashore, including Capt Martyn Bunker RFA who called on the Lieutenant Governor Vice Admiral Sir Paul Haddacks and the town's mayor Dot Pitts.

From sausage to pastv

WE ALREADY have the Mighty

And joining it on the RN

'plate' now is the Potent Pasty. For just as HMS Cumberland hoists a flag adorned with her namesake sausage when she's replenishing at sea, her sister has

her very own RAS banner. Traditionally, HMS Cornwall has been known affectionately as the 'ice cream frigate' (thanks to

her '99' pennant number).

But it's pasties not ice cream for which the county is renowned in culinary circles.

And so it was that one of Cornwall's most famous pasty firms, Ginsters, presented the frigate's CO Cdr Johnny Ley with a rather large company flag to raise while filling up.

Kent grapples pirates and hakas

FRIGATE HMS Kent led Britain's input in annual Far East war games - the last act before the ship began slowly making her way westwards

Kent joined warships, aircraft and troops from New Zealand, Australia, Singapore and Malaysia for Bersama Lima, a long-standing exercise designed to test the five nations' commitment to

defend the Malay peninsula.

Bersama Lima began with a 'getting to know you' session: a mini-Olympiad and social evening on Tioman Island, the setting for the musical South Pacific (even though it's not in the South

The Kiwis took the 'Olympic' honours ahead of Kent (who triumphed on the football pitch and came second in handball).

Thoroughly exhausted by the sporting exertions in the heat, the international force settled down to an evening of food and entertainment from their native lands.

For the latter, the Kiwis performed the haka, Singaporeans danced the lion dance in honour of the 'lion city' and the Brits, well, a spot of morris dancing was the order of the day.

Only kidding. Nope, clubz had five days to drill some of his shipmates in the art of the hornpipe. Encouraged by the rest of the

There was just time for LA(Phot) Owen King to gather all the ship's company to pose for a photograph on Kent's forecastle before Bersama Lima began in earnest.

With the ship in defence watches (half the ship's company on duty at any one time for six-hour stints), Kent fought off attacks by air and sea and conducted night-time boarding operations of other

vessels on the exercise. It culminated with the Type 23 frigate replenishing her fuel supply from a tanker while fending off air raids and tackling (artificial) fires and floods in her compartments.

With the exercise done, the ship paid her third and final visit of the Volans 08 deployment to Singapore - a visit which coincided with Trafalgar Night.

The officers celebrated in style, as they traditionally do, with a formal dinner... except that this one took place in the legendary Raffles Hotel, beginning with a Singapore Sling and ending with a

lively speech from Commanding Officer Cdr Simon Hopper. The frigate is now in the Indian Ocean attached to Operation Calash, the anti-piracy, anti-smuggling, anti-terrorism patrol by international warships.





Dash to save life off Kenya

THE fliers and medical team of HMS Northumberland saved the life of a dying sailor in tough conditions off Africa.

The frigate was sailing into the Kenyan port of Mombasa at the end of an anti-piracy and antismuggling patrol in the Indian Ocean when she picked up an SOS from local authorities

One hundred and ten miles away, a sailor aboard the Ukrainian merchantman Katia Zelenko was suffering from a peptic ulcer which had caused hypovolemic shock - severely restricting the flow of blood throughout his body. Northumberland immediately

scrambled her Merlin with the ship's medical team of Surg Lt Bentley Wallah and LMA Marland joining the normal flight

Several minutes later and flight commander Lt Cdr Stuart Bainbridge was deftly hovering the helicopter over the freighter's deck in marginal conditions – the ship was rolling heavily, it was extremely hot and the Katia Zelenko's 30ft mast presented a

difficult obstacle.

Nevertheless, the medics and flight observer Lt Chris Newby were winched aboard. The former stabilised the critically-ill sailor before he was winched aboard the Merlin and flown to Kenya where ambulances were waiting for him.

The helicopter returned to the frigate with just ten minutes' fuel remaining, but despite the tricky rescue mission, Cdr Martin Simpson, Northumberland's CO, said there was only one thought when the mayday arrived.

"All seafarers share a common bond with the sea and those who lawfully operate upon it," he added.

Northumberland is currently attached with HMS Cumberland to Operation Calash, the anti-piracy/anti-drugs smuggling/ anti-people trafficking/ anti-terrorism sweep of the Indian



ALMOST seven months to the day that she last saw the distinctive outline of the Spinnaker Tower, HMS Liverpool graced the Solent once more as her South Atlantic deployment came to an end.

She left Pompey before spring kicked in in earnest (if it actually kicked in at all...), spent the boreal summer (if you can call it that) enduring the austral winter, and returned home with the nights rapidly drawing in and the temperatures rapidly dropping.

Still, it's not been all bad. The destroyer clocked up 11 countries on her way to and from the Falklands, from Portugal South Africa, Ghana and Senegal on this side of the Atlantic to Brazil and Uruguay on the other

side of the great ocean.

The ship's Lynx also paid flying visits (as things which fly tend to do – Ed) to the isolated island community of Tristan da Cunha and Sierra Leone.

The last port of call for ship and being the control of the last port of call for ship and being the control of the last port o

and helicopter was Gib, where she collected some friends and family for the passage home.

The core of the deployment was devoted to providing reassurance to the people of the Falklands and Britain's South Atlantic dependencies, including the idyllic (if icy) South Georgia.

Away from the cold, the 'Liver Bird' berthed in Victoria and Alfred Dock (Cape Town's counterpart to the Gunwharf Quays complex in Portsmouth) and took part in the African Aerospace and Defence Exhibition.

The long journey home (the Type 42 covered almost 30,000 nautical miles in her time away) finally ended on the final day of October with a welcome somewhat warmer than the cool Hampshire

weather. "We've achieved a great deal

in 2008 from arduous training in January to a demanding deployment in the South Atlantic," said CO Cdr Craig Wood. "We have come through as a

we have come through as a team – we have grown together, and faced challenges together."

He continued: "People who join the RN do so for the promise of going to sea and experiencing a

varied, unique career.
"In 2008, HMS Liverpool has certainly delivered on that promise, but there is no substitute for coming home."

Wizard show in Norway

TWO Merlin maestros headed to Norway to give fellow airmen an insight into the world's number one anti-submarine helicopter.

The Norwegians are buying a dozen NH90 helicopters – the slightly smaller (and younger) sibling of the Merlin.

With that in mind, the Norwegian Navy was particularly keen to know what Merlin could do.

And there's only one place to go for Merlin expertise: 824 Naval Air Squadron, the unit which trains Fleet Air Arm fliers in the art of using the complex aircraft.

The squadron's aviation warfare officer Lt Si Laurence and Lt Cdr Gary Jaggers, the senior observer at the Merlin training facility in Culdrose, headed across the North Sea for five days with their Norwegian cousins.

Norwegian cousins.
They visited the Norwegian
Navy's Training Academy in
Bergen to explain the potency
of Merlin (the NH90 has similar
potency, plus 'fly by wire'
controls).
As a thank-you for their
insights, the Brits were invited
on board frigate KNM Otto

on board frigate KNM Otto Sverdrup, the brand-new addition to the Norwegian Fleet.

That was quite a sedate experience. Certainly more sedate than a night-time

exercise in the fjords. The fliers joined fast craft CB90 for a night navigation patrol. In a fjord. Without radar. Using night-vision goggles. At high speed.

"It was extremely exhilarating

 a visual navigation exercise at night in the fjords at 35kts," said Lt Laurence (who's probably just got his breath

Reflecting on a first year

NOW here's an exhortation every sailor will gladly follow: Go out and enjoy yourselves on a well-earned run ashore.

Such were the words of the Falklands Governor Alan Huckle at the end of a birthday 'party' to mark HMS Clyde's first year on patrol in the South Atlantic

Yes, it really is 12 months (well, 14 by the time this appears in print) since the warship took over from HMS Dumbarton Castle as the permanent guardian of the waters around the Falklands

guardian of the waters around the Falklands.

Some of the islands' leaders were invited aboard Clyde on a typically blustery Falklands evening for an official birthday reception.

Fortified by a few drinks and snacks provided by the ship's company, the guests braved the cold on the upper deck for a ceremonial sunset.

A guard of honour stood to attention as the Ensign was lowered with the lights of Stanley twinkling in the background and the strains of the Last Post drifting across the natural harbour.

And then it was time for that run ashore.

"Stanley has everything a sailor wants in a run ashore – a friendly pub and somewhere good to eat," said ET Dave Cantrill.

Suitably recovered from their evening in the

Suitably recovered from their evening in the Falklands capital, the ship's company opened the gangway to visitors the following afternoon.

Roughly one in every ten Stanley residents – some 200 people – visited Clyde during the birthday weekend.

Most of the ship's company spend six months attached to Clyde - enough time to get to know not just Stanley but also all the outlying

settlements and many islands which make up the Falklands archipelago.

"When I first arrived I was surprised by just how much like home it is here," said Lt Phil Burgess.

"Visiting the farms in Port San Carlos, I was made

to feel very welcome – it was as though I was no further from home than Derbyshire."

Shipmate PO Ali Benzie is on his seventh tour of duty in the islands. "I find the wildlife and the scenery here amazing – a deployment to the

scenery here amazing – a deployment to the Falklands flies by.

"We are busy in our work, but there's a lot of fun to be had as well."

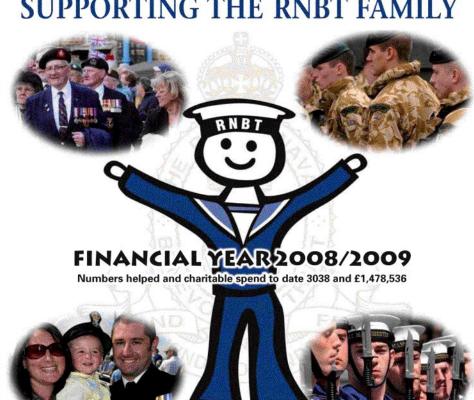
This was Clyde's seventh visit to Stanley in her inaugural year in the South Atlantic; she has also notched up visits to Rio, Montevideo, Valparaiso in Chile, navigated the Patagonian Canal, and while doing so her crew have dispatched 11,440 edgs among other items on the menu... eggs among other items on the menu...

• Clyde enjoys the serene waters of the Patagonia Canals



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Ag-a-dir, dir, dir to the north, to the south

AFTER the calm(ish) waters of the Mediterranean, HMS Ledbury faced Nature's wrath as she returned to the Atlantic with her NATO task group.

And despite the rough weather (and quite a lot of Stugeron handed out by the coxswain) it didn't stop the task force conducting exercises, RAS-ing, and practising damage control as they edged down Morocco's Atlantic coast.

The destination was Agadir, a fairly infrequent port of call for warships – and one lapped up by the Ledbury sailors.

The Brits made a bee-line for the souk to haggle for trinkets and gifts, then tucked into some local cuisine.

The weekend in Agadir provided respite from the rough autumn weather – but only for so long. Next stop: Vigo.

The force was treated (intermittently, thanks to the cloud cover) to the spectacular sight of a meteor show as it headed up the Portuguese coast.

If the clouds sometimes hid the work of the gods, they could not hide the work of man.

For as Ledbury (750 tonnes) arrived in the north-west Spanish port, she found herself dwarfed by the legendary QE2 (70,000t), which in turn was rather overshadowed by the world's largest cruise ship, Independence of the Seas (155,000t).

Ledbury is now conducting clearance diving and mine warfare training in waters closer

College days

FOUR warships (HM Ships Bulwark, Argyll, Somerset and Gloucester), two auxiliaries (RFAs Fort Austin and Mounts Bay) plus the Royal Marines laid on a 'show' for some 600 comrades in arms and VIPs off Plymouth and around Devonport. Staff College Sea Days are a

long-running demonstration previously held off Portsmouth, but now staged in the West Country – for students at the UK Defence Academy in Shrivenham (the Army and RAF run similar events to showcase their abilities).
As far as the RN and RM

are concerned, their four-day presentation ranges from anti-submarine warfare and air attacks to boarding parties, beach landings and disaster relief.

Royal Marines from 40 Commando, 4 Assault Squadron (HMS Bulwark's permanent green beret unit) and 539 ASRM provided the littoral and shoreside part of Sea Days, bolstered by the 105mm howitzers of the commandos gunners, 29 Commando Regiment Royal Artillery.

Sea Days are the largest such military demonstration in Europe and are co-ordinated by the staff of the Flag Officer Sea Training.

Albion revamp

AS ONE amphibious leviathan emerges from a refit (see opposite page, bottom), another begins a multi-million-pound

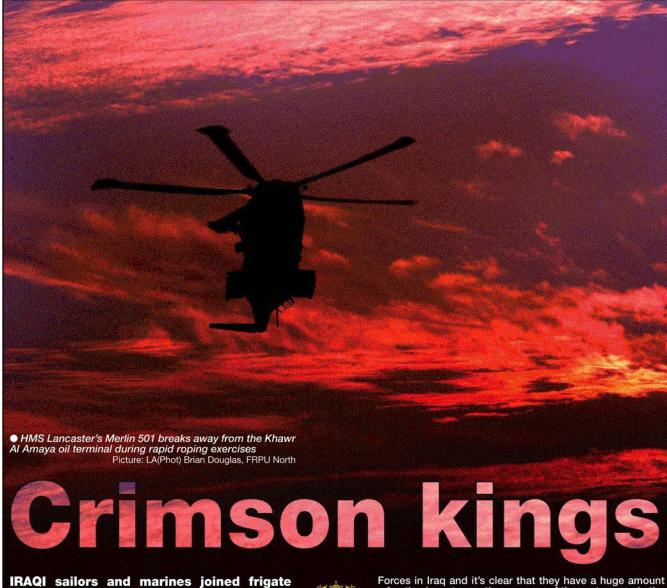
overhaul.

HMS Albion will be out of action for the next nine months as she begins her first spell in dry dock.

sauit snip wi improved communications systems, aviation facilities and there'll be quite a bit of work done in her welldock.

Living quarters for the ship's company and the Royal Marines embarked forces, including mess areas, heads laundry, plus the main galley also get a makeover.

And finally... the ship is having her bottom scraped. The anti-fouling paint on the hull is being replaced with a more environmentally-friendly coating. In all 26,000 litres (5,700 gallons) of paint will be applied to the 176m-long hull by workers at Babcock Marine in Devonport.



IRAQI sailors and marines joined frigate HMS Lancaster in the northern Gulf in continuing efforts to hand the baton of maritime security to the young Navy.

Lancaster has recently taken over from HMS Chatham as the RN's constant guardian of the two oil platforms which account for circa 90 per cent of Iraq's wealth (and two per cent of global oil production).

It is a task which one day will be performed chiefly by the Iraqis (last month there was a mix of American, British, Australian and Singaporean vessels patrolling the head of the Gulf).

To the dunit and the dunit.

To the tend of the dunit.

To the tend, a dozen Iraqi personnel joined the Red
Rose frigate on patrol – the first of numerous exchanges
planned during Lancaster's deployment.

They watched the Lancastrians deal with fires and damage
control, then joined a fire-fighting team as they effected a re-entry
to a flore filled compartment.

control, then joined a life-ingriting team as they effected a re-elito a flame-filled compartment...

...which is something the Brits had to do on passage to their operational area when there was a small fire in the gash compartment (it was quickly dealt with).

The Iraqi sailors spend most of their time patrolling the two oil platforms, Al Basrah and Khawr al Amaya, and inspecting tankers using them, while the marines defend both structures

inspecting tankers using them, while the marines defend both structures.

Of the two platforms, the Al Basrah is more modern and less battle-scarred – but in the northern Gulf, such descriptions are relative...

It is, says 'Nic the doc' – aka Lancaster's Surg Lt Nic Dodds – "a cross between Waterworld and Moonraker and buzzed by incessant flies".

He received an 'SOS' from the marines on ABOT when one of their comrades fell ill (the sister platform a few miles away is better equipped to deal with the sick).

The surgeon ended up escorting the poorly marine – he was suffering from stomach pains – in Lancaster's sea boat to KAAOT, where an American medic was able to help him back to full fitness.

fitness.

This was a relatively routine medical case, but for the doc, it gave a real insight into the complex operation going on at the head of the Gulf.

"Warships abound – American, Australian, Iraqi, Singaporean," he says.

"There are vast oil tankers and, in separate sectors. dhows fishing, shepherded by coalition forces.

"As you near them, you suddenly appreciate the sieze of the oil platforms we are protecting – and more particularly the massive behemoths which are the oil tankers. It's staggering to buzz past one."

It is easy to become transfixed by the tankers, but they are not the only large merchant vessels in these waters.

waters.

At least 20 ships head for Umm Qasr every week - and Back in March 2003, the arrival of RFA Sir Galahad was trumpeted by the Allies as one of the great humanitarian achievements of the campaign to oust Saddam Hussein's

Five years down the line and Iraq's principal port has celebrated its busiest month (October) since it was re-opened – well over 100,000 tons of cargo (principally rice, wheat and sugar) were unloaded.

The vessels still face a tricky journey up the Khawrabd-Allah to reach the port

The vessels still race a tricky journey up the knawrabd-Allah to reach the port.

It is still strewn with wrecks from years of conflict in the Gulf – but that is changing. Salvage experts have been called in to clear the most obstructive hulks which are blocking access to some of the berths, work which will take them around 15 months.

"I have pothing but the utmost respect for the British."

"I have nothing but the utmost respect for the British

Forces in Iraq and it's clear that they have a huge amount of enthusiasm to see the recovery of the port moves in the right direction," said salvage engineer John Curley who's helping to rid Umm Qasr of three decades of detritus.

The good folk of Umm Qasr waited more than five years to see British warships again after the port's liberation in 2003

They didn't have to wait quite as long for the next

batch.

A couple of months after HM ships Blyth and Atherstone became the first RN vessels in Umm Qasr since the war, Ramsey and Chiddingfold also headed up the Khawr abd Allah to work with the Iraqi Navy.

Atherstone and Blyth's visit had been fleeting, so fleeting in fact that they did not stay overnight at the port, unlike Ramsey and the Cheery Chid.

That overnight stay meant there was enough time for the Chid Chariots to dun running kit for a, er, run around the base.

After commemorating Remembrance Day (see pages 28-9), the duo hosted the Iraqi sailors who will crew their new patrols boat, due to arrive in 2009.

After watching various demonstrations in Umm Qasr

duo hosted the Iraqi sailors who will crew their new patrols boat, due to arrive in 2009.

After watching various demonstrations in Umm Qasr itself – launching and recovering the 'yellow submarine' mine disposal vehicle, plus fire-fighting drills – the Iraqis sailed with the two British ships back down the KAA.

They were charged with defending the warships during a force protection exercise and took part in officer of the watch manoeuvres in the challenging, narrow waters of the outlet to the Gulf.

And at the other end of the Gulf... HMS Blyth left Bahrain for a thorough 'shakedown' after some maintenance alongside, testing all the machinery – and the people who use it – to ensure that everything and everyone do what they should do.

For Blyth, the shakedown meant passage to Dubai.

Although Blyth and her Operation Aintree partner HMS Ramsey have been based a relative stone's throw from Dubai in Bahrain, visits to the UAE metropolis have been pretty rare during the duo's two-year deployment.

In fact, more than half Blyth's ship company had never been to Dubai before – so the visit was highly anticipated. Good to know, then, that expectations were met. "Entering the port was an exhilarating experience," said navigator S/Lt Dan Fearn who guided Blyth past the growing World Project – luxury residences on artificial islands shaped like the globe.

"Dubai's skyline was an impressive sight. Even through all the dust and haze the world's tallest building, the Burj Dubai, stood out."

Which is not entirely surprising as it's 2,320ft high (and still growing).

Blyth spent four days in Dubai – plenty of time for

(and still growing). Blyth spent four days in Dubai – plenty of time for the ship's company to catch the sights, shopping malls, restaurants and hostelries. The most popular attraction proved to be the Atlantis Water Park – a palm-shaped island which juts out in the Culf

which juts out in the Gulf.

As you'd expect from a water park, there are plenty of slides

- except that the ones at Atlantis run through a shark tank
(thankfully the slides are enclosed so Jaws can't snap at
the funselyers).

"Dubel was excellent" enthused ET/ME Dayles

"Dubai was excellent," enthused ET(ME) Douglas
Eddie, the newest member of Blyth's ship's company.
"The nightlife was second to none and the modern
architecture is unrivalled by anything I've seen."
The fun over, Blyth has put back to sea to prepare
for a minehunting exercise working with the US Navy.
Blyth and Ramsey are in the final days of their
deployment.
They are preparing to hand over to sister chips UMS

They are preparing to hand over to sister ships HMS Grimsby and Pembroke (see page 9) before beginning the long journey home to Faslane.

Masters of all they surveille

THE trophy cabinet aboard HMS Richmond is at bursting point with the third 'gong' in a year.

Joining two anti-submarine awards (one for active, one for passive hunting) is the Fleet Electronic Warfare Effectiveness

Trophy.
The Portsmouth-based frigate was fitted with brand-new electronic surveillance kit when she headed to the Gulf last year.

That new equipment meant new roles for two leading hands aboard; they challenged every merchant vessel approaching Iraq's two oil platforms – a vital task ensuring the security both of Richmond and other Allied vessels as well as the structures

themselves.
The feedback the frigate's electronic warfare team provided - positive and negative - proved invaluable to the rest of the Fleet, hence the Electronic Warfare trophy for 2007-08.

Look back in Angus

BARELY a month after coming home from the Gulf, HMS Montrose was back at sea - this time bound for Scotland.

The ship paid her visit to her namesake town in six years to exercise their 'freedom of Angus' an honour bestowed on the frigate in 2002.

Sea Cadets from Dundee's TS Duncan joined the Type 23 warship for the passage north from Devonport – a home Montrose herself will not see for some time as she's about to enter a lengthy refit.

The three-day stay in the historic small Scottish port saw the sailors march through Montrose's town centre accompanied by the Band of HM Royal Marines, before the Provost (Scottish mayor) of Angus, Ruth Melville, took the salute.

The following day, the gangway was opened to visitors for a tour, while the ship's company also caught up with their affiliates, including Angus Riding for the Disabled, which benefited to the tune of £945 thanks to sailors' fund-raising efforts during their Gulf tour-of-duty.

That tour-of-duty saw the biggest drugs bust by a British warship in the Middle East this vear (carried out in horrendous conditions, too) when more than ten tonnes of hashish (cannabis) were seized.

"We're fortunate to have such strong relationships with Montrose and Angus," said Cdr Andy Hogben, the ship's CO.
"To exercise our freedom and

renew our ties with our affiliates and to visit Montrose was a pleasure and privilege. It was a fitting conclusion to this phase of the ship's life."

Montrose is now in Rosyth at the beginning of a multi-million pound overhaul which will see engines, machinery, weapons and sensors revamped.

Gone fishing

FLIERS from HMS Gannet plucked two fishermen to safety when flood waters threatened to engulf them.

i ne two anglers had headed out on to a small island on the upper Clyde near Motherwell.

Torrential rain caused the river to rise rapidly – cutting the pair off and requiring the intervention of the Prestwick-based rescuers.

"Despite the really unpleasant weather - very gusty wind, pouring rain and even a bit of thunder and lightning thrown in for good measure - this was a very routine rescue for us, said pilot Lt Cdr Andrew 'Tank'

Murray.
The stranded fishermen were picked up without a hitch and safely returned to dry land at Wishaw, where the emergency services were waiting to take care of them.

GLOBAL REACH



Speaking volumes

EIGHT hundred friends and family were waiting for 250 sailors (and one mouse) as HMS Chatham sailed into Devonport at the end of a seven-month tour of duty in the Gulf.

The 'mighty at 'em' was the latest in a long line of Type 22s and 23s charged with safeguarding Iraq's oil terminals.

She did so at the height of the Arabian summer; temperatures reached 50°C on the upper deck at times - compounded by 100

per cent humidity.
Undeterred by these climatic challenges, the ship's company knuckled down to maritime security operations, fostered relations between the navies and coastal forces of Iraq and Kuwait, and a high-profile two-day drugs bust which saw six tonnes of high grade hashish (cannabis) found after an 18-hour search amid oil, sewage, rats and cockroaches on a dhow.

Later investigations revealed the drugs were linked with the insurgent movement in Afghanistan.

The frigate – and her sailors – have spent 11 of the past 13 months away from home, given the RN's extremely demanding schedule

and global commitments.
"We've kept the oil flowing out of Iraq, helped foster relations in the region, succeeded in an anti-narcotics operation and done so in challenging and demanding conditions," said a proud CO Cdr Martin

"With 11 of the last 13 months being spent at sea, that's hard on my sailors and their

"The fact that we have done all this in a year - protecting Iraqi waters, the anti-drugs fight, reassurance against piracy, playing a role in NATO – speaks volumes."

And the mouse? That would be Mighty

Mouse, an 8in plastic rodent which has become Chatham's semi-official mascot, used to promote the ship and the work of the RN to schoolchildren.

A tender embrace for AB(CIS) 'Lolly' Ryder

as Chatham comes home
Picture: LA(Phot) Chris Winter, FRPU West



From the Clyde to the Forth

IT IS just 50 miles from point A to point B.

If you're in a car or on the train, that is.

On the water, however, it's several hundred miles.
On the Monday of Armistice week, HMS Edinburgh was on

the Clyde to pay her respects to the nation's war dead; in heading up Glasgow's great artery, the Fortress of the Seas sailed past the ships which will eventually replace her and the Type 42 Fleet Daring and Dauntless, side-by-side at Scotstoun.

And by Friday of the same week she was on the Forth visiting her namesake city for further acts of remembrance after negotiating Cape Wrath and the Pentland Firth in less-thanbenevolent seas.

So after a choppy passage (delayed for a day by storms lashing the UK), it was fitting that Edinburgh's CO Cdr Gavin Young joined Cdre Charles Stevenson, the Naval Regional Commander for Scotland, and mariners from north of the border at the annual Scottish Service for Seafarers held in Leith's Trinity House.

Leith was the destroyer's home for four days during her visit, with the ship's company catching up with affiliates, Edinburgh's Royal Naval Association, civic leaders, and schools, before they opened the gangway to visitors.

While their shipmates were enduring a rather lumpy passage around the top of Scotland, three Edinburgh sailors were pounding the streets of Glasgow and other towns and villages between the two great Scottish metropolises.

The trio - Lt Colin Marshall and POs Andy 'Gibbo' Gibbs and Jonathan 'Chas' Charlesworth - had 62-miles to cover from the ship, via Airdrie, Falkirk, South Queensferry and Corstorphine, to the Scottish capital.

They did so carrying a stretcher – representing injured Servicemen and women – raising money for Help the Heroes along the way.

The destination for the walkers/stretcher-bearers was not the Type 42 in Leith, however, but Murrayfield, where 67,000 cheering rugby union fans were waiting for them (they were possibly also in the stadium to watch the Scotland vs South Africa rugby clash as well...).

"Men and women are putting their lives on the line on a daily basis," said Lt Marshall, who's recently returned from a tour of

"Help for Heroes has been set up to ensure that if they get injured, they are provided with the best available care."

The three had signed rugby shirts from the Scotland, Gloucester, Bath and Harlequins squads, plus a family ticket to a Saracens game to auction.

And if you missed out making a donation, PO(EW) Gibbs is still collecting for Help for Heroes; make cheques payable to 'Central Fund HMS Edinburgh' and address your envelope to the senior rate at HMS Edinburgh, BFPO 277.



Men from 40 Cdo and recruits from CTCRM wait in HMS Ocean's hangar to embark in a Sea King off

The Ocean's green

OR AT least it is when the Royals are aboard.

After an absence of more than a year thanks to the helicopter carrier's extensive refit. Royal Marine Commandos of 40 Cdo and CTCRM joined the Mighty O as part of the latest stage of her regeneration.

from 40 Cdo, the rest recruits of 964 Troop hoping to earn their green berets at Lympstone - took part in helicopter drills and finally a beach assault.

The rookie Royals had spent five days on Dartmoor, so probably welcomed their dry (if still fairly basic) accommodation on the assault ship.

They could at least wash (and dry) their

clothes and webbing, clean their weapons and tuck into wholesome freshly-cooked grub rather than ration packs.

Ocean has an inherent commando unit, 9 Assault Squadron RM, who operate the ship's landing craft... and did so, taking their comrades ashore. They were aided by the Jungly men of 848 NAS who provided a Sea King Mk4 for the ship's continuing work-up.

"The ship really comes alive when we have Royal Marines and helicopters embarked," said CO Capt

'Even though it's just a start - there's much more training to come - this exercise shows that Ocean is back in business."

When not invading the shores of Devon and Cornwall, the carrier was anchoring in

It proved to be an eventful weekend for one sailor - and several rugby fans.

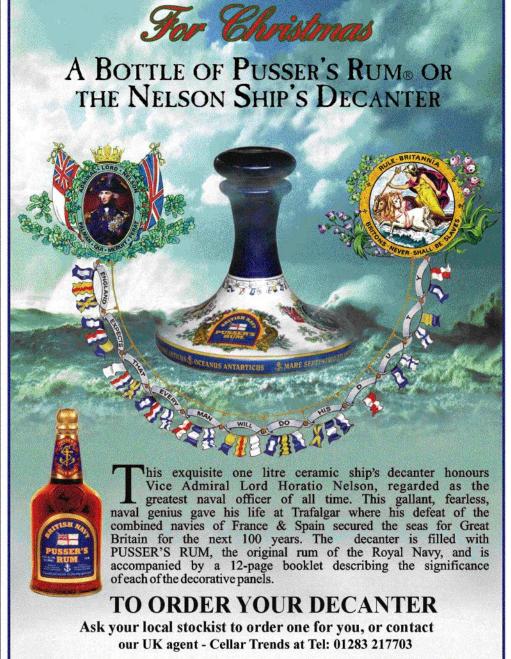
A crew member had to be flown off the carrier after falling down a ladder, injuring his neck and back.

A coastguard helicopter picked the sailor up and set him down in the grounds of Torquay Boys' Grammar School, briefly interrupting a rugby match.

He was taken to hospital and has subsequently rejoined the helicopter carrier. Ocean is now in the throes of Operational Sea Training with the team from FOST.

There is one FOSTie for every three Ocean ship's company to ensure that the sailors receive thorough training and inspection over eight gruelling weeks.

The ship will be at the heart of a major amphibious deployment in the new year bound for the Med and





Royal Marines in sea boats from HMS Cumberland approach the dhow after a gun battle in which two suspected Somali pirates died

Pirates killed in gun battle

EIGHT suspected pirates subdued and apprehended after a gun battle with crew members from HMS Cumberland have been handed over to the Kenvans.

The suspected pirates were caught on Tuesday November 11 when frigate HMS Cumberland, deployed to the Gulf of Aden, spotted a Yemeni fishing vessel which had earlier taken part in an attack on Danish-registered merchant ship MV Powerful.

Cumberland approached the dhow, which was towing a skiff, around 60 nautical miles south of the Yemeni coast, inside a designated Maritime Security Patrol Area.

After various 'non-forcible' methods failed to stop the fishing vessel, a Royal Marines boarding party was despatched in rigid inflatable boats from Cumberland to intercept the vessel.

The boarding party sea boats circled the vessel in an attempt to encourage it to stop, but during the manoeuvre the pirates opened fire, prompting the Royals to

return fire in self-defence.

the Kenyan Police. The suspects are exspected to undergo prosecution through the Kenyan courts.

The ensuing firefight resulted in the deaths of two men, believed to

be Somali pirates.
At that point the fishing boat's

crew surrendered, allowing a

A Yemeni national was also

found injured on the dhow, but

he later died, despite receiving

The Yemeni vessel and its crew were subsequently released while the suspected Somali pirates were transferred to tanker RFA

Wave Knight, which docked in

Mombasa to hand them over to

treatment

from

compliant boarding.

Cumberland's doctor.

emergency

Minister for the Armed Forces Bob Ainsworth, who was visiting Nairobi in Kenya at the time, said: "This is clear evidence that we will take every opportunity to combat the pirates who disrupt legitimate trade and add significant costs to goods UK consumers rely on.

'We are sending a strong message to pirates that their activities will not be tolerated and that the global community is united in its efforts to deter and disrupt them."

Cumberland, commanded by Cdr Peter Sparkes, is part of a NATO force providing security to shipping in the Gulf of Aden.

She is one of three ships from Standing NATO Maritime Group 2 involved in Operation Allied Provider – the others, Greek frigate HS Themistokles and Italian destroyer ITS Durand de la Penne, have been escorting freighters into Somalian ports as part of the UN's World Food Programme.

Mr Ainsworth added: "I would like to pay tribute to the crews of HMS Cumberland, RFA Wave Knight and to the Royal Marines, whose bravery and professionalism played a critical part in the successful conclusion of this operation.

"I am extremely proud of the men and women involved.

"HMS Cumberland has since resumed her counter-piracy patrol

"But we are no under no illusions about the scale of the challenge presented by piracy.

"This has been underlined by the hijacking of the merchant vessel Sirius Star [a 320,000tonne Saudi supertanker].

"The taking of such a large vessel so far out to sea represents a step change in capability for the pirates.

There was also praise from NATO Secretary General Jaap de Hoop Scheffer, who said: "I commend the crew of the Cumberland for the action they have taken while defending a Danish ship against pirates.

"They carried out their mission with courage and professionalism."

He added "This incident demonstrates NATO's determination to play its part in deterring piracy off the Somali coast, as the UN has asked us to do."



The RN & RM Childrens is a National Charity based in Portsmouth. We care for children of men and women who have served or are serving in the Royal Navy and Royal Marines.

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Monique Bateman or Laurene Smith RN & RM Children's Fund 311 Twyford Avenue Portsmouth Telephone: 023 9263 9534 Fax: 023 9267 7574 Email: rnchildren@btconnect.com



HMS Northumberland destroys pirate skiffs after the pirates had fled the scene of a raid

Northumberland halts smugglers off Yemen

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email: beadquarters@blesma.org website:www.blesma.org BLESMA aims to give ex-Service men and women who either lost limbs, the use of their

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75 YEARS OF SERVICE 1932 - 2007

ALTHOUGH HMS Cumberland may have taken the headlines, Type 23 frigate HMS Northumberland has also been playing her part in making the seas off East Africa

safer for merchant ships.

Dhows and skiffs are commonly used in these waters by both legal

fisherman and pirates.

Unfortunately, pirate vessels no longer look like the Black Pearl and Cap'n Jack Sparrow certainly does not hoist the 'Jolly Roger' flag to obligingly let you know he

is a pirate.
So the challenge of deciding which vessels are pirates and which belong to innocent fisherman is

constant.
"As part of this identification process we carry out routine boarding operations," said the frigate's Commanding Officer, Cdr Martin Simpson.

"They mostly involve local fishermen and cargo boats, and allow us to speak to local seaman about their concerns and observations in the area, while also hopefully reassuring them.

'It is often forgotten that local fishermen and small cargo ship owners are frequently the victims of piracy as much as the larger international carriers."

Within a couple of days of Northumberland starting her patrol, the merchant vessel Action

was attacked, and although too far away to catch the pirates, the warship's approach scared off the raiders, who left their skiffs.

They were sent to the seabed by

the frigate's guns.

Days later the ship shadowed a suspect dhow, which put into port, but the pirates gave themselves up to a Danish ship after having sailed again out into the open seavictims, apparently, of mal de mer.

Northumberland then assumed the role of drugsbusterwhen she intercepted a dhow suspected of smuggling drugs towards the Yemeni coast.

The dhow was about to transship the contraband to smaller boats for the run ashore when Northumberland appeared on the scene, and although many packages were dumped into the sea one was retrieved and found to contain

many bags of cannabis resin. The ship estimated some 1.5

tonnes was ditched overboard. Northumberland took on fresh supplies and refuelled in Djibouti on a couple of occasions, and there were also chances to relax in between patrols, afloat and ashore.

Snorkellers and divers swam with whale sharks, dolphins and manta rays, while Cdr Simpson found a cheetah sanctuary by poachers, are prepared to be released back into the wild.

Others went on truncated safaris while the ship was in Mombasa in

Kenya.

The ship is now considerably heavier, too, as she is carrying what appeared to be several tonnes of 'woodies' – carved wooden animals and figures hawked by local craftsmen and women.

Northumberland's ill-fated 'maggot danglers' still live in hope of catching something; their belief that the Med is a piscatorial desert has now extended to the Indian Ocean as well.

But some of the casual swimmers were not convinced about a lack of fish - particularly those that bite

or sting – preventing some taking advantage of the Hands to Bathe.

The bathing facilities were impressive – a shallow end of around 2,500 metres, for example but the risk of becoming part of the food chain, or of having to scramble up the net rigged on the side of the hull, still played on some minds.

The ship also hosted a traditional visit by the Court of King Neptune as she crossed the Equator.

After a visit to the Seychelles to coincide with Remembrance Day, the ship is due to head south to Cape Town in South Africa.



Long time no see for Gulf ships

MINEHUNTERS HM ships Pembroke and Grimsby have sailed from the Clyde – and may not be back until 2011.

The Sandown-class pair – among the most capable ships of their type in the world – will relieve sisters HM ships Blyth and Ramsey, which have been in the Gulf for 27 months carrying out ordnance disposal and

hydrographical work in difficult and dangerous waters. Blythe and Ramsey left the UK as part of the experimental Aintree deployment, which has now evolved into a highly-successful element of Operation Telic, the umbrella title for UK military operations in

Once in the Gulf the ships will stay on station, giving the RN a permanent presence in the Gulf, while the crews fly in and out for deployments of five to eight months

All four ships are members of the MCM1 (Mine Counter Measures) flotilla based at Faslane, whose Commanding Officer, Cdr Henry Merewether, said: "These ships do an outstanding job in the Gulf.

"They can go into waters that other, steel constructed

ships, cannot.
"Modern mines are cheap to produce and extremely dangerous. We cannot put a value on the work that these small ships are doing.

Capt Mark Beverstock, Captain of the Base at Faslane, added: "People sometimes forget that the Clyde is home to some of the finest minehunters in the world – and that they are doing a remarkable job in the Gulf.

"Furthermore, a wider regional engagement goes a very long way to cementing our friendships with countries like Oman, Saudi Arabia, Bahrain, Kuwait and Qatar."

Flag Officer Scotland, Northern England and Northern Ireland, Rear Admiral Martin Alabaster, said: "Everyone connected with these small ships, with their 40-man crews, can be very proud of what they are achieving, both in terms of stamina and dedication.

"The work that they are doing is quite remarkable." The voyage is expected to take seven weeks, arriving at the port of Mina Sulman in Manama just before

Christmas.
As Navy News went to press, the ships had completed a four-day visit to Gibraltar, where both ships' companies

took part in Remembrance Sunday services.

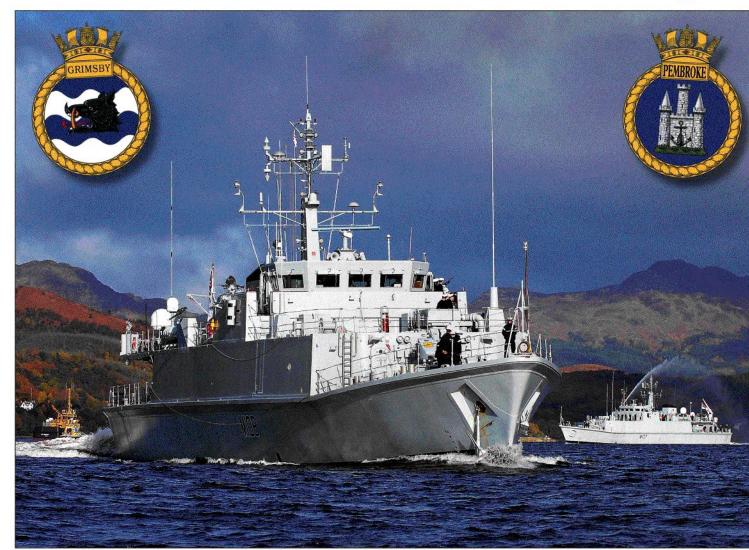
The visit to the Rock also signalled the start to

Grimsby's fundraising efforts for the deployment, aimed at boosting the coffers of Help for Heroes.

The ball was set rolling with a Remembrance Sunday

collection, and continued with a beard-growing competition as sailors vie for the title 'Bahrain Blackbeard'. Sailors also took part in the Rock Race, a three-mile course which climbs 1,300ft to the top of Gibraltar.

• HMS Grimsby leads the way as she and sister ship HMS Pembroke leave the Clyde for a two-year deployment to the Gulf



Picture: PO(Phot) Tam McDonald (FRPU North)



• Surprisingly sleek from this angle... HMS Endurance ploughs through the brash ice of the Erebus and Terror Gulf

Pictures: LA(Phot) Kaz Williams, HMS Endurance

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Suitably impressed, the mayor then permitted the sailors to march off, celebrating their freedom in time-honoured fashion.

The Band of HM Royal Marines Lympstone

basics, even if it seems a little odd in an ice survey ship rather than a Type 42 or 23.

Ice to see you again

And so the FOST team provided the usual mix of fire and flood. Normally it's air attack which sparks the chaos. Down here, it's the environment which is Endurance's gravest

As firefighters dealt with a (fake) blaze in the engine room and the medical team treated six burns casualties, c-r-u-n-c-h: the survey ship ran slap bang into an (imaginary) iceberg.

More fires. And three floods.

More casualties too.
So quite a bit of pressure on deputy logistics officer Lt Craig Hastings, also the Red Plum's damage control officer. Normally it's his boss who performs the function, but due to the rotational manning system on Endurance, there are times when the boss is on leave... and his number two must step up to the mark.

To attain full 'damage control officer' status, the junior officer had to cope with the engine fire and iceberg-sparked flood at the same time. Sounds like fun...

And while all this was going on, the ship's hydrographical and meteorological department – Endurance's raison d'être – were also under the FOST microscope; the assessors were keen to judge the section's ability to conduct survey work, provide accurate forecasts, and train the most junior of survey ABs in the use of the ship's hi-tech kit.
And if all this wasn't
quite enough to occupy

Run, that big red thing's back... Gentoo penguins waddle on the ice as HMS Endurances breaks her way through the Erebus and Terror Gulf

Endurance, there was the small matter of a crash on deck by one of the ship's Lynx – which proved to be a challenge for the relatively new flight deck team. Meanwhile on the bridge,

the officers of the watch, navigator Lt Shani Dyer and seamen specialists were kept busy with man overboard exercises, flying serials, machinery and steering gear breakdowns, while Lt Dyer safely guided Endurance through the Hecate Passage for the first time – at night.

And with that the FOSTies

were done and Endurance could

return to the ice...
...which she's now done.

Work period number six around the ice began in the South Shetland Islands, the remote chain just off

the Antarctic peninsula.

Despite their isolation, the Shetlands are heavily populated with scientists - 16 nations have research bases scattered around the archipelago (none of them UK, oddly, given that the Shetlands are part of Britain's Antarctic territories).

Some of the research stations

boats and conducted various sonar scans of Yankee Harbour and McFarlane Strait (between Greenwich and Livingston islands, if you were wondering).

There was more survey work in Bransfield Strait (between the Shetlands and the Antarctic peninsula) and Antarctic Sound (at the tip of the peninsula), before punching her way through the ice in the Erebus and Terror Gulf on the south side of Antarctic Sound.

The icebergs and snow are now as regular sights for the ship's company as a team of filmmakers. Endurance will be the star

(alongside the odd penguin...) of a six-part documentary programme on Channel 5, following up the success of Warship earlier this

Ice Patrol is due to run for upwards of six hours and the series, produced by a new documentary team, Spiderlight, will aim the spotlight at the work of the Red Plum and her sailors, plus the

British Antarctic Survey.
"The crew of the Endurance are a unique bunch by any standards and *Ice Patrol* gives us a chance to really get to know them as they experience one of the last great adventures on earth," said Spiderlight's Martin Kemp (not the one from Spandau Ballet but a documentary maker with two decades' experience).

Block party for Pompey

ONE of the most historic buildings in Portsmouth Naval Base picked up an architectural award following a £2.5m revamp.
The Block Mills, built in 1802

for the manufacture of wooden rigging blocks for the RN of the day, were deemed to be the finest example of the restoration of a Georgian building in an urban environment, according to judges of the Georgian Group Architectural Awards.

They were particularly impressed that the sensitive restoration celebrated the mills industrial heritage, rather than trying to hide it.

Defence Estates spent 18 months restoring the building -which is currently awaiting new occupants. The roof, a parapet, brickwork and every window has been refurbished as part of the delicate overhaul.

'The Georgian Group said the field for this year's awards was remarkably strong, so to win is testament to the work that has been carried out," said Sue Batting from the Naval Base Estates Team.



FOR the final time, the sailors of HMS Exeter enjoyed their day in the sun as the destroyer celebrated the freedom of Devon's capital.

The Falklands veteran is on the verge of entering extended readiness in Portsmouth Naval Base ahead of formally decommissioning in the spring.

PENGUINS.

continent.

ideally timed.

Pritchard.

Ice.

HMS Endurance is back

The Navy's Antarctic survey has

begun her second stint amid the

bergs and ice floes after a summer in the warmer climes of Africa.

of her way through an 18-month deployment which has striven to

give her more time doing what

she does best - surveying - and less time sailing the 10,000 or so

miles from Pompey to the frozen

to the ice, however, she had a visit from the mobile FOST team (they

do get around, don't they? - Ed).

It's been more than 12 months

since Endurance received the full FOST experience and given crew changes (not least a new CO in the form of Capt Gavin Pritchard,

who's just taken over from Bob Tarrant), plus that summer in Africa, a bit of FOSTing was

"Having spent the Southern winter months away from Antarctica, it was important for us to take some time to prepare ourselves and our ship for the rigours ahead," said Capt Pritchard

Endurance's FOST package is unlike any other in the RN (probably because Endurance herself is unlike any other ship

in the RN) - ice penetration is

among the manoeuvres on the

Before Endurance could return

The Red Plum is two-thirds

where she belongs.

So before her ship's company scattered to the four corners of the RN, they headed west to Exeter for a day celebrating an association going back three decades.

It's been two years since the sailors last marched through the city's streets. They formed up outside the civic centre, where Lord Mayor Cllr Paul Smith, the Lord Lieutenant of Devon Eric Dancer, and Commander-in-Chief Fleet Admiral Sir Mark Stanhope inspected Exeter's Guard of Honour.

provided the musical accompaniment, while the good folk of Devon provided the applause, lining the route

The lord mayor was on hand again to take the salute outside the Guildhall, before inviting the sailors, musicians, plus Sea Cadets who also took part in the parade, to join him for an official reception inside.

He was also presented with the famous wooden name board which Exeter has carried for the past three decades.
Satiated by the food at the reception,

the ship's company moved on to the city's EXETER cathedral for a Trafalgar Day service. Even then the day was not over, for

the sailors were the guests of the White Ensign Club where they shared dits of naval escapades with veterans before the club members celebrated 'up spirits' in traditional attire.

The evening presentation of five framed pictures of the previous Exeter, loaned to the club, and a photograph album dating back to the 1930s which was handed to a relative of its original owner.

"It's always a great honour for a ship's company to be granted the right to march through their affiliated town or city," said Exeter's Commanding Officer Lt Cdr Mick Broadhurst.
"In Exeter's case, the affiliation with the city from

which she took her name has been a particularly close bond enjoyed by many over the course of the last 30

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SHIPS OF THE ROYAL NAVY No.635

Talent to the fore

REGULAR Navy News readers know that we're fond of 'gee whizz' facts and figures.

The sort of things which make you blurt out: "Well, I never knew that."

And hunter-killer submarine HMS Talent is no exception in the gee whizz stakes.

Now we could tell you that she steamed 225,000 miles in her first commission.

Or that her crew have gobbled up 180,000 sausages – enough bangers to circle the globe

apparently.

Or that in keeping their rig clean, they've used 4,500kg (almost 10,000lb) of washing powder.

All very interesting.

But not as interesting as the fact that they've sucked 9,000 Chupa Chup lollipops in the past seven

perhaps a sizeable proportion of those lollies were devoured during the boat's six-month deployment at the beginning of the year.

That began (as January tends to begin) with ice and snow and ended in the heat of the Bahamas (and the not-so-hot waters of the Hamoaze once Talent finally

returned home).

The boat sailed initially in support of Armatura Borealis, the RN's winter exercises in northern Norway.

Next stop was the Mediterranean and Active Endeavour, the NATO mission to deny the use of the performed by surface vessels.

Then it was across the Pond, to Florida initially and some southern hospitality, and then some southern hospility as Talent pretended to be the foe of US warships and, finally, HMS Richmond at the AUTEC test ranges in the Bahamas.

Talent could most recently be seen not in the Bahamas, or even Devonport, but Portland on a five-day visit to raise the profile of the Silent Service - and the RN as a whole - in this former naval stronghold.

Beyond the usual official functions, a day hosting potential submariners and young engineers, and a football match against Weymouth FC Academy, the deeps paid tribute to 29 men from the previous HMS Illustrious who died when their tender sank as it returned to the carrier.

The 60th anniversary of the tragedy was marked with a service remembrance in All Saints' Church in Easton on Portland.

Away from the oast, Talent is affiliated with Shrewsbury and apart from fund-raising for good causes in the Shropshire town and enjoying all the hospitality this historic place can offer, the submariners can be found sporadically above the water – taking part in dragon boat races on the Severn.

The affiliation with Shrewsbury is one which has been nurtured for the past 20 years, since the submarine was launched at Barrow by the Princess Royal in submarine to bear the name - but only the second to ever hoist the White Ensign.

Confused?

Talent I (pennant number P322) was a T-class submarine built by Vickers at Barrow and John Brown on the Clyde in 1942-

Before she was launched, however, she was transferred to the Dutch as HNLMS Zwaardvisch (swordfish).

The name Talent was too good to let go, however, and an order was promptly placed with Vickers for a new Talent... until the order was cancelled.

As the axe fell on that Talent, another T-boat, HMS Tasman, was launched - and quickly renamed

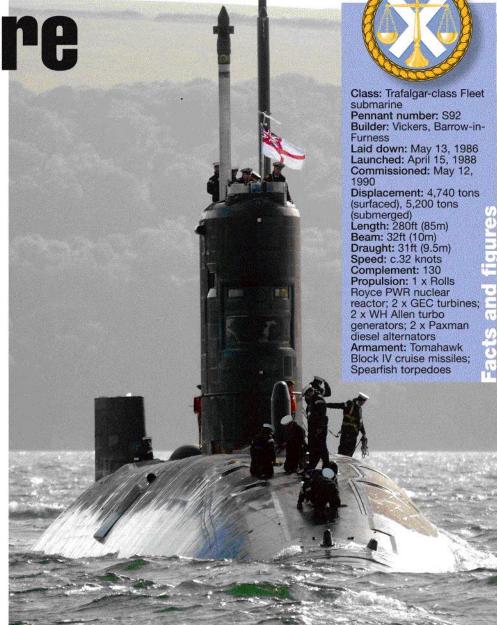
She arrived too late to take part in WW2 (hence the reason for her lack of battle honours), but led a mixed career.

She played a vital role in developing the Ship's Inertial Navigation System, was used for month-long publicity tour of the UK which saw more than 33,000 people visit her (not all at once...) and, in 1954, she was swept out of dry dock at Chatham when the gate lifted, taking four souls with her.

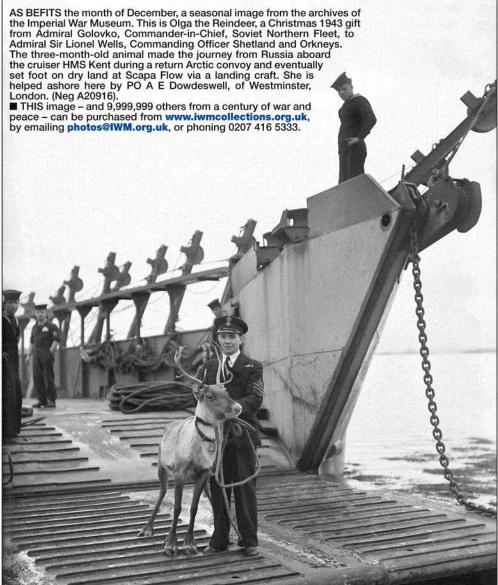
She spent the final years of her career in the Med before being paid off in 1966.

Talent arrives back in Plymouth after her Norwegian-Mediterranean-Atlantic deployment earlier this year

Picture: PO(Phot) Sean Clee RN Photographer of the Year (again)



photographicmories



HEROES OF THE ROYAL NAVY No.56

LS George Patrick McDowell and Cyril Hambly, Albert Medal

THERE have been few darker hours in the recent history of the Royal Navy than the bitter autumn

A litany of great names had succumbed to enemy action: Ark Royal, Barham, Prince of

The Japanese were rampaging seemingly at will in the Far East.

The U-boat was still untamed in the Atlantic - and was about to devastate shipping off the eastern seaboard of the USA with seeming

And Italian frogmen had 'Tarantoed' the capital ships of the Mediterranean Fleet, slipping into the harbour at Alexandria to cripple HM Ships Queen Elizabeth and Valiant.

There were few beacons of hope in the Senior ervice in the Middle Sea, but one shone brightly: Malta, the constant thorn in the Axis side.
And it was from Malta that British submarines

plus a small task group of cruisers and destroyers (Force K) struck repeatedly at convoys to North Africa – Rommel's lifeline.

Their finest hour had come in the small hours of November 9 when the British ships mauled a heavily-escorted convoy bound for Tripoli.

All seven merchantmen of Convoy Beta were sent to the bottom of the Mediterranean, joined by one escorting Italian destroyer.

Six weeks later, Force K sortied once more from Malta, intent upon destroying another Tripoli-bound convoy. It proved to be a black night for the Royal Navy.

Cruiser HMS Neptune was the first victim, running into a minefield. A first mine crippled

propellers and rudder, a second detor midships and caused her to list heavily. A third and final mine did for the ship, blowing up beneath the bridge. As Neptune foundered, the rest of Force K

either tried to help the stricken ship - or tried to extricate itself from the minefield.

HMS Aurora was severely damaged, light-cruiser Penelope less so, and destroyer HMS Kandahar lost her stern as she tried to take

As Neptune's sailors clambered over the side of their doomed vessel, some tried to swim to Kandahar, but the heavy seas thwarted their efforts. Of more than 750 men, only one would survive the loss, Norman Walton - and only after four days in a liferaft when he watched 15 comrades die one by one. Fate did not smile kindly on HMS Kandahar

either. For over a day she rolled around in the Mediterranean, minus her stern, waiting for a

It came in the form of HMS Jaguar, but the sea was too rough for the destroyer to come alongside the Kandahar. The only choice was for the crew to swim to safety.

Nets were the side of Jaguar to halp Kandahar, man scramble off their Carloy.

help Kandahar's men scramble off their Carley floats or directly out of the Med.
Leading Seaman Cyril Hambly, a 28-year-old Cornishman, and 22-year-old Yeoman of Signals George McDowell were among the Kandahar sailors who struck out into the Mediterranean in the hope of salvation.

Both made the nets slung over Jaguar's side and both possessed the strength to climb them.

Neither man did. Instead, the two leading seamen remained in the water, rising and falling as the destroyer rose and fell with the heavy swell, helping their weaker shipmates up the net.

In doing so, "they saved many men"

— in all eight of Kandahar's officers and 157 ratings were picked up by

Hambly and McDowell did not possess the strength to save their own lives, however.

Their strength exhausted by assisting their comrades they disappeared into the grey wastes. Six months later,

both men were posthumously gazetted, earning the Albert Medal for saving life at sea.





Dragon be here

THIS is HMS Dragon – and this is the last time you'll see her out of the water for quite some time, pictured minutes before the River Clyde lapped around her hull for the first time.

The fourth of Britain's Type 45 destroyer fleet has been launched on the Clyde with appropriate pomp and ceremony – and two enormous Welsh dragons on her bow.

The new ship's sponsor, Susie Boissier, wife of the Deputy Commander-in-Chief Fleet Vice Admiral Paul Boissier, performed the honours sending a bottle of champagne into the side of the destroyer's hull.

At 2.59pm precisely on Monday November

At 2.59pm precisely on Monday November 17 2008 the chains holding the warship in place were released and Dragon slithered down the slipway into the Clyde at BVT's Govan yard.

The launch was watched by more than 12,000 people, including 2,000 youngsters wearing dragon masks

dragon masks.

And it was celebrated as fervently in Cardiff as it was in Glasgow – fittingly, given the name, the ship is already affiliated with the Welsh capital.

The destroyer is now being moved along the river to Scotstoun where the entire Type 45 fleet

is being fitted out. She is due to join the Fleet in 2012.

The bow of ship No.5, HMS Defender, is finished while ten months' work have been completed on the last of six destroyers, HMS

As Dragon entered the water for the first time, her older sister made her inaugural voyage.

HMS Dauntless began her sea trials in the middle of last month, following the trail blazed

middle of last month, following the trail blazed by HMS Daring.
Indeed, thanks to the extensive testing of Type 45 No.1, Type 45 No.2 needs only two spells of sea trials, not three.

At present, Dauntless is still in the hands of BVT – the joint shipbuilding venture between BAE Systems and Vosper Thornycroft – and is crewed by a mix of merchant and Royal Navy sailors

They're currently testing her engines and power systems, weapons and comms kit off the west coast of Scotland.

If all goes well with Dauntless, she'll enter service in 2010.

Picture: LA(Phot) Simon Ethell, FRPU Clyde

Daring dish for a Royal visitor

A DINNER date was set for the Countess of Wessex when she met the chefs (sorry, logisticians (catering services (preparation)))

of HMS Daring at the annual showcase of military cookery.
The Countess, sponsor and patron of the first Type and patron of the first Type 45 destroyer, was among the numerous VIPs and senior officers visiting the Combined Services Culinary Challenge, held at Sandown Park Racecourse in Surrey.

She's enjoying the hospitality of the ship she launched (nearly three years ago) this month – and as she learned at Sandown Park, the food will be good.

Park, the food will be good. Two of Daring's chefs collected prizes at the cook-off.

LLogs 'AJ' Smith was part of team captain at the culinary the RN team which won 'Best in challenge. Class' award in the Parade des Chefs competition.

His Daring shipmate Logs Aiden Matthews earned a Certificate of Merit for his dish of lamb loin in a mint and parsley wrap, served on a bed of mushroom risotto in the 'junior

lamb dish' category.
The event tested the 18-yearold's ability to butcher, concoct a sauce and make covers for two people.

"It was the icing on the cake for the Daring chefs who met the Countess – she was very appreciative of all the effort that had gone into the preparation, said 1/O Pat Prunty RFA, RN

"I was very pleased with the way that the Royal Navy team as a whole performed and we're looking to put in an even better performance at next year's

As for Daring herself she's in the very final stages of fitting out and trials at Scotstoun.

She's also hosted veteran broadcaster Martin Bell, who visited the ship to learn about the role of women in the forces

for a Radio 4 documentary.

Daring is due to make her inaugural appearance in Portsmouth, the future home of the entire Type 45 fleet, on Wednesday January 28.

A tale of two rivers

TWO of Britain's great arteries have hosted the

nation's strike carrier.

First it was the Mersey for HMS Illustrious and two days in the European Capital of Culture (aka Liverpool) as she returned from Joint Warrior war games in Scotland (see pages 26-27).

Despite that brief stop, there was plenty of time for (a) a run ashore and (b) a 'ship open to visitors'.

Among those visitors was 86-year-old Thomas Reid, a veteran of the previous Lusty. He served as a marine engineer in the legendary carrier during the bitter Malte converse.

bitter Malta convoys.

At the other end of the age spectrum, most of the family of AB Walters – ten members in all – clambered up the gangway to see the 22-year-old in his workplace (they were also probably attracted aboard by the Harriers of RAF 1(F) Squadron and Sea Kings of 857 NAS in the hangar).

Then it was up the Thames for eight days moored off Greenwich and a visit which coincided with three historic events: the Lord Mayor's Show, Remembrance Day and the 50th birthday of the

And not surprisingly, the carrier was heavily involved in all three. Illustrious' sailors marched in the mayor's parade, joined by comrades from HMS Excellent, Charlie Company 40 Cdo, reservists from HMS President and the Band of HM Royal

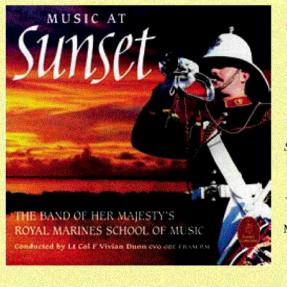
Marines.

The following day the carrier men and women were on the streets of the capital again, this time to honour the nation's war dead on the 90th anniversary of the end of the Great War (see pages 28-29 for a remembrance round-up).

The White Ensign Association's birthday was

marked with a dinner on the carrier for 300 guests, including the association's president Cdre Sir Donald Gosling, Admiral the Lord Boyce, the association's chairman, and CinC Fleet Admiral Sir Mark Stanhope.

They were all treated to a ceremonial sunset with music from the Royal Marines Association Concert Band and a spectacular firework display with Lusty providing a stunning backdrop.



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27 historic recordings, the best of the Royal Marines. Included are Sunset, Crimond, Jerusalem, Land of Hope and Glory, Crown Imperial, Heart of Oak, A Life on the Ocean Wave, By Land and Sea, Rule Britannia, Emblazoned Drums, Mechanised Infantry, Sambre et Meuse, The Captain General, Viscount Nelson, Nightfall in Camp and many more. This CD brings together the majesty and excellence of the Band of HM Royal Marines School of Music under the baton of their distinguished first Principal Director of Music, Lieutenant Colonel Sir Vivian Dunn.

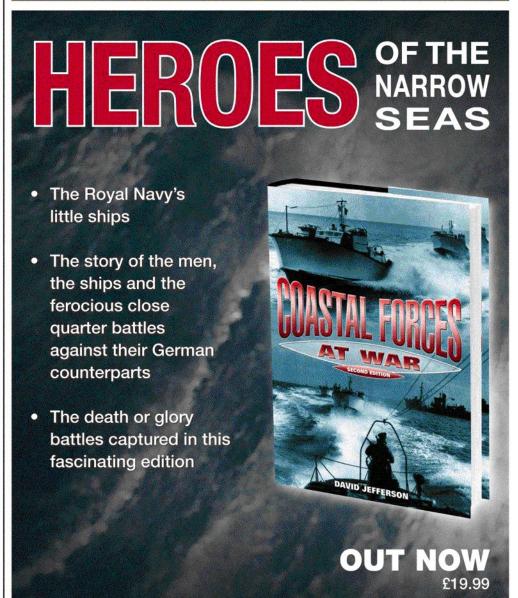
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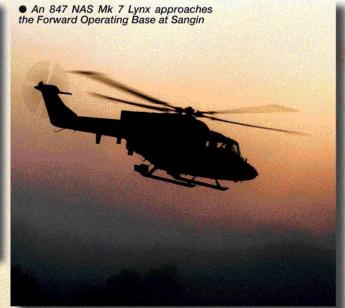
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 Members of Whiskey Company, 45 Cdo, on a resupply patrol in Sangin



847 links heav

IT IS a very long way from Somerset to Camp Bastion.

Not simply in terms of distance (around 3,600 miles, give or take) but particularly in

terms of environment.

The switch from the lush green fields of Somerset to the hot, dry and dusty landscape of Afghanistan is tough on men

(and women) and machines.
So 847 Naval Air Squadron, partofthe Commando Helicopter

partofthe Commando Helicopter Force, took the smart route – from England to Afghanistan via the French Alps and the USA.

The French Alps provided altitude training in preparation for the mountains of northern Helmand, while two months in the deserts of Arizona gave fliers and ground crew a taste. fliers and ground crew a taste of what they could expect in the vicinity of Camp Bastion, north of Lashkar Gah, the capital of Helmand province.

Squadron detachment commander Maj Will Penkman RM is confident the training

will prove more than useful.
"Although 847 are
an experienced
squadron, with

many members veterans of tours in Iraq, Afghanistan is a different environment and the squadron has worked hard in the last few months to prepare for our role out here," he said.

"Exercise Crimson Eagle in Arizona was the climax of our training.

"It gave aircrew the opportunity to operate closely with Apache helicopters in an environment very similar to that which we face here and it gave the engineers the chance to hone their skills in the hot, dusty conditions that so often play havoc with delicate machinery.

"The value of this training has

been borne out by the smooth and efficient operations that the squadron has performed since

arriving in theatre."

Lt Adam Zipfell said the type of flying tasks he and his colleagues are undertaking in Afghanistan is very different in nature from those in Iraq

"The squadron served in Iraq earlier this year where we predominantly worked alone, carrying small amounts of people from one location to the next," said Lt Zipfell.

"Out here we're much more integrated with other assets such as Sea Kings and Chinooks. "We provide an extra set of

eyes and, if needed, an armed response helping to ensure their safety whilst flying from one location to the next as they conduct a multitude of tasks throughout Helmand.

"Where necessary we also provide similar support to the

browde similar support to the troops on the ground as and when they need it."

Since deploying to the arid wastes of Afghanistan 847's engineers have been working flat

out to keep the aircraft flying.
Some teething problems have been overcome as workforce and machinery adjusted to their new environment.

"In the first three weeks we changed two engines and a main rotor head – no mean feat considering the fact that we operate from a tent in the dusty heat of the Afghan desert," said

CPO Mark Howard.
"The lads are working at a tremendous rate to maintain the serviceability of the helicopters, and it's

great to be a part of it."

Although the tour is still in its early stages, crews have already turned their hands to a number

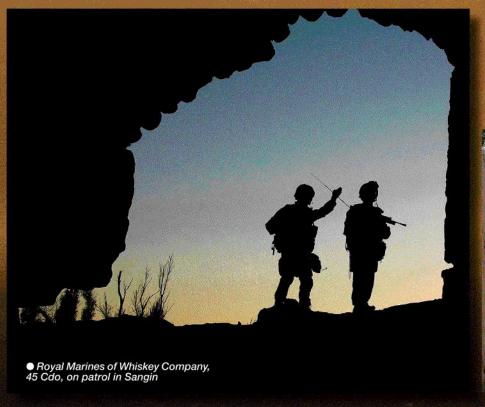
of different missions.
These vary from ferrying small groups around the province to escorting bigger helicopters in and out of landing sites.

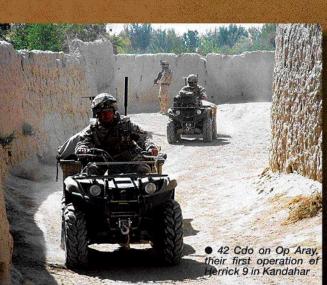
Lynx crews have also operated as pairs of aircraft riding shotgun for ground convoys and providing cover for troops as they patrol the fertile, lawless Green Zone which straddles the Helmand River.

Other surveillance roles are planned for the future, and the squadron is not due to leave the country until May 2009.

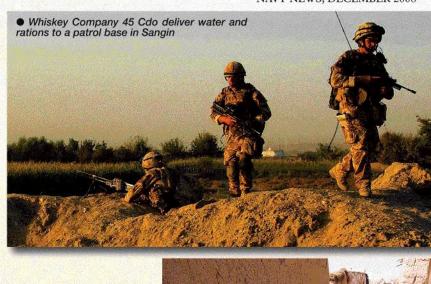
Down on terra firma, members of Whiskey Company, 45 Cdo RM, part of Battle Group North, had an early taste of the problems they face when they came under heavy fire from both small arms and rocket-propelled grenades from the Taleban. The green berets were patrolling north of Sangin when

they were attacked by insurgents.





Members of 42 Cdo



rens and eart

Mne Mcluskey and a colleague responded first, loosing off 40mm grenades into the insurgents' compound while covering fire from a light machine gun allowed

others to weigh in.

This drew fire from the Taleban, but Whiskey Coy then deployed a general purpose machine gun.

machine gun.

Royals moved into a position where they could pinpoint the location of the Taleban, which was relayed via the company commander to 7 Battery 29 Commando Regt Royal Artillery.

An initial volley of 105mm shells was lobbed into the compound, allowing the spotter to ensure the rounds were hitting the correct place.

Once satisfied, more were

called in until the patrol felt there was no longer a threat, at

which point they moved on.
During this firefight a marine
was wounded by gunfire.
His section, under the control
of a Royal Navy Medical
Assistant, carried the casualty
to safety where he was treated
in the Regimental First Aid Post in the Regimental First Aid Post

in Sangin.
Away from the patrols, there were two opportunities for the troops to relax and celebrate

troops to relax and celebrate important dates.

Members of the Commando Logistic Regiment, delivering stores and kit to all parts of Helmand as part of 3 Cdo Bde, joined in the Dashain

celebrations of the 2nd Battalion the Royal Gurkha Rifles.

The Nepalese soldiers provide force protection for combat logistic patrols, and the Dashain festival is the major national celebration in Nepal.

And October 28 brought the chance for 3 Cdo Bde to celebrate the Corps' birthday.

An Order-in-Council was issued on October 28 1664 which

called for 1,200 soldiers to be recruited for service in the Fleet, to be known as the Duke of York and Albany's Maritime Regiment of Foot – the first manifestation of the Royal Marines. Although scattered across Helmand and into Kandahar regyinges attempts were made

provinces attempts were made to mark the date in some way.

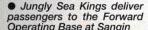
With the no-alcohol policy on Operation Herrick, each man had to make do with soft drinks, but there was no less enthusiasm the event.

At Lashkar Gah, home to the Task Force Helmand HQ, around 100

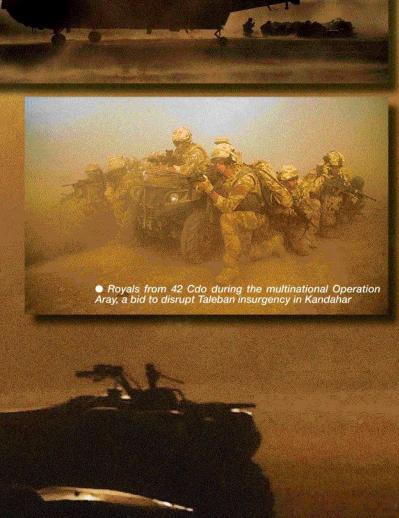
Royals from 3 Cdo Bde gathered to mark the birthday, at which a suitably-attired 'historical marine' read out the declaration by the Duke of Albany before everyone tucked into a sizeable birthday cake and caught up with the news.

Butwhereascelebrationsback in the UK would be expected to continue through the night, at 'Lash' it was a relatively early turn-in, ready for duty.

Even on its birthday the Corps







Hipper crest for Albert

THE loss of the destroyer HMS Glowworm to the German pocket-battleship Hipper in 1940 was marked at a ceremony in Portsmouth Naval Base.

From the sinking only 31 men were recovered, but some of these died on board the German ship, including the commanding officer Lt Cdr Roope.

He was posthumously awarded the Victoria Cross, as the result of a signal sent to the British Admiralty by the German captain telling them of his extreme braveryin not retreating from but

attacking a major enemy ship.
With the formation of the new German Navy in 1956, Britain lent the fledgling force three Black Swan frigates, one of which HMS Actaeon was renamed Hipper.

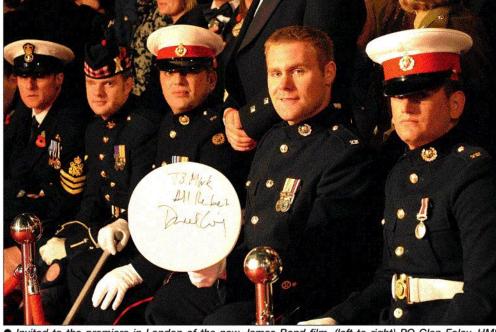
The two ships' companies formed a friendship in 2003 and

Germany or England

Cdr Eddie Grenfell, who as a result of his close association with the German Navy is an honorary member of the Actaeon-Hipper Friendship group, explained: " group discovered recently that only one of Glowworm's survivors is still alive - Albert Lowman who lives in Havant. "The Germans decided to

present him with the ship's crest of the German ship Hipper, and their British Actaeon comrades arranged a special ceremony to celebrate the presentation."
Unfortunately Mr Lowman

was too ill to attend the ceremony at Spithead House in Portsmouth Naval Base, however Cdr Grenfell accepted the plaque on his behalf and took it to his



• Invited to the premiere in London of the new James Bond film, (left to right) PO Glen Foley, HMS Triumph, L/Cpl Robert Reid, Royal Regt of Scotland, Cpl Harris Tatakis RM, 42 Commando, Mne Mark Ormrod RM, 40 Commando (holding his cap autographed by Daniel Craig), Mne Joe Townsend RM,

IN LATE October the buzz in London was the Royal premiere of the new James Bond movie Quantum of Solace.

And among the audience invited to see the latest outing of the fictional Naval commander were a group of 200 Servicemen and women and

their families.

Princes William and Harry were greeted with cheers by the fans at the opening of the 22nd Bond film, with proceeds from the event going to two charities Help for Heroes and the Royal British Legion.

Leading man Daniel Craig arrived at the premiere with his arm in a sling, but this did not stop him from greeting the fans and meeting the military personnel, including 50 injured Servicemen, from all three of the Armed Forces.

The cap of Marine Mark Ormrod of 40 Commando RM will never be quite the same, as it now bears the words: "To Mark, All the best, Daniel Craig"

Other famous faces were co-stars Dame Judie Dench, who reprises her role as M in the film, Olga Kurylenko and Gemma Arterton.

This - the 22nd Bond film - is Daniel Craig's second appearance as the famous spy, although there has been little hint of his Bond's Naval

The film broke the records for the largest UK opening on a Friday and for a weekend, beating the previous record held by a Harry Potter film.

all three Services for outstanding achievement in engineering ■ THE future First Sea Lord and current Command in Chief Fleet Admiral Sir Mark Stanhope has been awarded Fellowship of the Nautical Institute for his support of Institute membership, his role

845 NAS has been presented with the Darren Chapman Award. Elizabeth Chapman, the widow

of Lt Cdr Darren Chapman, presented the award to the pilot

who was recognised as the front-line pilot who has, from training

through to front-line certification,

demonstrated the highest per-

sonal, professional and leadership

qualities. Lt Cdr Chapman was killed in

action over Basra in Iraq.

Lt Vaughan said: "It is a tremendous honour to receive this

award. Lt Cdr Chapman was an inspirational leader and a much

■ CPO Matthew Crofts of the

Royal Naval School of Marine Engineering at HMS Sultan

has received the Services Engineering Training Award from the Worshipful Company

of Engineers.
This award is given to the

warrant officer or senior rate of

respected officer."

■ A FORMER Naval pilot at the Defence Helicopter Flying School at RAF Shawbury has been recognised with a Master Air Pilot award from the Guild of

in change of training and for his

commitment to promoting the maritime case on an international

Air Pilots and Air Navigators.
Alistair Reid began his flying career in 1981 in the Royal Navy, and served with 810, 814, 706 and 820 NAS before leaving the service in 1997 and joining RAF Shawbury as a qualified helicopter instructor with FB

■ ON BOARD HMS Endurance, chef LLogs(CS) Adam 'Steady' Stead has been awarded the Worshipful Company of Clock-makers Man of the Year title for his huge contribution to the morale and operational capability of the ice-ship.

Lt Craig Hastings, the ship's deputy logistics officer, said: "Adam's professional aptitude is a huge boost to the morale of the ship's company, particularly given the ship's deployment over long periods – food can sometimes be the only thing to look forward to

in a busy day.
"His menus are varied and imaginative and the quality of the product is always good."

■ ANOTHER chef has been named top man on board HMS Vengeance – LLogs Andrew Scott is the Salters Company Man of the Boat on board the

Lt Michael Howarth said: "LLogs Scott performed his duties effortlessly. A patrol extension meant that Vengeance completed the longest SSBN patrol on record.

"Through careful manage-ment LLogs Scott and his team ensured that the crew stayed fed, which meant they stayed fit, and the ship stayed at sea.'

■ ROYAL Navy Photographer POA(Phot) Amanda 'Yam Yam' Reynolds has been awarded the School of Instructor of the Year Award for her outstanding contribution to the development of training syl-

Yam Yam spent her first eight vears in the service as a radio operator, but transferred into the photography branch in 1999. She has been at the tri-Serv-

ice photography school at RAF Cosford since 2005, where she has shown a tireless and enthusiastic commitment in both operational and media environments.



Carol takes the weather with her

FOR the folk on board survey ship HMS Enterprise it was a day of high excitement when BBC presenter Carol Kirkwood came on board to film for The Weather Show

Particularly as the senior rates mess had written to the BBC Breakfast Show weatherwoman asking if she would be their official pin-up.

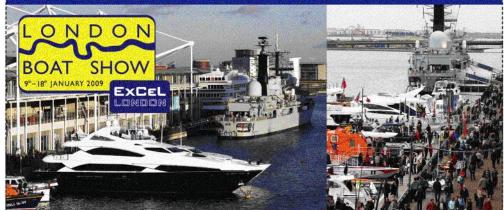
The Weather Show on BBC News 24 is the BBC's look at the weather and how it affects people in their daily lives.

The ship, which is available for tasking 334 days of the year, is designed to gather environmental data from the seabed, up through the watercolumn to the upper levels of the atmosphere - an ideal platform for the BBC's filming.

But even the seasoned weathermen of Enterprise got it wrong for the day of filming - despite predictions of a poor outlook, Carol's smile kept the dark clouds away and the sun shining over Enterprise.

More recently Enterprise has been showing off her abilities at beach recce during a large amphibious display held at Devonport Naval Base for senior officers in all three Services.

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Rules: No employees of Navy News or National Boat Shows can enter the competition. All entries must arrive at the Navy News Office by twelve noon on Wednesday December 17 2008. The first five correct entries drawn after that time will be the winners The judge's decision is final and there is no cash prize alternative.

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Save £3 on each ticket by calling the ticket hotline on

0844 209 0333 or book on line www.londonboatshow.com. When ordering quote NN1



Building a hovercraft: POMEA 'Tommo' Thompson, Laura idgeford, Ashley Pear, Holly McLeod from Priory School

Stoking up young engineers at Sultan

TWO hundred and forty children from local schools flocked into HMS Sultan in Gosport to enjoy the Science and Engineering Challenge Day hosted by the RN School of Marine Engineering.
Star of the show was the hovercraft from the Bond film *Die Another*

Day; although the children got to enjoy a range of unusual challenges including making slime, building a shoebox hovercraft and constructing a drinks' can crusher.

Organiser Lt Holly Henderson explained: "With fewer young people taking science and engineering subjects to higher levels, it's really important to show them how science and engineering can be applied in everyday life - and also be fun."

The event was supported by the Education Business Partnership as well as the University of Portsmouth and Young Engineers.

novel skill

FORMER CPO Tom Lightburn, who served 22 years in the medical branch of the RN, has turned to a new skill after leaving the service.

His novel The Ship that would not Die has now been published by Pegasus Publishers.

The book tells the story of a wartime romance where Naval medic Rob is sent on Russian convoy duty on board his ship HMS Fury.

Rob's destroyer is part of the

Battle of North Cape and the sinking of the German battleship Scharnhorst.

Tom has used both official records from the National Archive at Kew and personal accounts, Tom has based his novel upon fact, featuring both fictitious and real characters in his gripping tale of World War 2.

See the publisher's website www.pegasuspublishers.com or tel: 01223 370012.

PEOPLE

You're a sprog, dad!

AT HMS Raleigh, Trainee AET Tony Clifton took a certain amount of glee in welcoming a new recuit - his

Tim, a former submarine Chief Petty Officer, left the Royal Navy last year after 27 years of service, but leapt at the chance to return to the Senior Service, even if it meant a couple of days at HMS Raleigh freshening up his skills.

Tim said: "It's great that Tony has settled in so well. Because I joined after him he called me a sprog - Naval slang for a new

recruit.
"So I had to point out that I'd be leaving Raleigh and be out for a beer a long time before him. "I did miss the Royal Navy

when I'd left and it's brilliant to be back. As soon as I got into my cabin at HMS Drake I found myself back with some of my old friends.

Son Tony is now the third generation of the family to join the Royal Navy. He said: "It's been really good so far. I'm really



Son Tony and his dad CPO Tim Clifton

enjoying it and it's been great

meeting so many new people."

Tony added: "I just want to do the best I can and have set myself a goal of being at least a leading hand within two years

of completing my training." So while dad Tim returns to a how to keep the Navy's aircraft





Peter Bailey and John Louth join a class of new recruits during navigation training at HMS Raleigh

Future in their han



AB Carly Shillito, AB Alexandra Turner and AB Megan Turner

Sisters in arms

SHE may be the little sister, but she's catching up fast...

AB Alexandra Turner is following in the footsteps of her two sisters, having just completed her basic training at HMS Raleigh.

Her eldest sister AB Carly Shillito joined the Navy in 20 and is currently to be found on board helicopter carrier HMS

Her other sister AB Megan Turner is serving on board HMS St Albans having joined up in 2007. The three sisters were reunited at HMS Raleigh at Alexandra's

passing-out parade.

She said: "I've enjoyed every minute of my training so far. I've met lots of new people and am really pleased that even though I am still very young I've managed to cope with such a

It's been my life ambition to join the RN and I'm now proud to

say that I am no longer a civvy and will be a sailor forever."

As it happens, all three sisters were recruited by the same man, PO Ian Taylor, a careers adviser in Sheffield. He said: "In my seven years as a careers adviser this is the first time I've

recruited three people from the same family.

"The girls are not only a great asset to the Royal Navy, but they are also a credit to their mum Louise."

ALMOST 50 years later, two old boys of HMS Raleigh returned to their alma mater.

Peter Bailey and John Louth, who met as young chefs at Raleigh 48 years earlier, stayed good friends throughout their Naval careers and beyond.

And both men seized the chance to return to the Cornish training base to meet today's recruits and find out how the RN now trains its people for Service life.

Mr Bailey, who left the Navy after 22 years service as a CPO, said: "For many years I have thought of Raleigh as my spiritual

"I've always had questions about what the Navy is like today.

"Returning to Raleigh, talking to the new recruits, and being shown around by some superb instructors was a revelation."

He added: "The Royal Navy

is now so professional, although I'd like to think it was the same in my day.

Mr Louth's Naval career extended over 27 years with his last post as a CPO new entry instructor at Raleigh itself. He said: "Back when we used

to have an intake of 200 per week. I used to live with the recruits for their first week, teaching them basic marching, hygiene, etc.

"They'd come in all shapes and sizes, but by the end of the week they looked like sailors. I loved

He concluded: "Visiting Raleigh again was the icing on the cake. I'd wanted to go back for a long

time.
"Meeting some of the young sailors I thought that if this is an example of what they are turning out today, my Navy - as I knew it - is in very good hands."



No new beat

NEW recruit Laura Downer, who has just passed out from the Cornish training base, is actually not so new ..

Laura knows the parade ground at Raleigh particularly well - just three months earlier she was a regular there providing the military

music at the weekly ceremony.

But after six years in the Royal Marines Band Service Laura has set aside her clarinet and violin to transfer into the Royal Navy to

follow her dream of nursing. Laura said: "I was really proud to be on parade with the Royal Marines band playing at my passing out. It brought back some great memories of my time with the Band Service.

"I have enjoyed my basic training and am really looking forward

to the next phase of my training."

She added: "I hope to be a good nurse, and to go on to have a successful career."

Laura is about to begin a three-year nursing course at the

Naval Nurse Laura Downer with friends from the Royal Marines Band at HMS Raleigh





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Queen Victoria School is open to the children of all ranks. Applicants must have at least one parent serving in the UK Armed Forces who is Scottish or who has served in Scotland.

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For further details and an application form, visit www.qvs.org.uk

5omerset sees red

BITTER cold could not keep away the men and women who had gathered to launch the Royal British Legion's Poppy Appeal on board HMS

Somerset at Avonmouth.

The ship's fleeting visit to the Bristol Channel on that freezing autumn day saw enough time to perform a remembrance service on the flight deck for guest of honour Harry Patch, Britain's last Tommy and last survivor of trench warfare on the Western

Other guests on board to mark the RBL's fundraising efforts for the nation's servicemen and women included Falklands veteran Simon Weston, cricketer Marcus Trescothick and members of the Somerset branch of the

Royal British Legion.
A flypast from the Army Air
Corps Historic Flight (pictured left) concluded the ceremony, dropping poppies over the water of the Bristol Channel, and two cannon mounted on the ship's hangar fired poppies over HMS

Sailors on board the warship were keen to meet the World War veteran. AB Aimee Kelly said: "The Poppy Appeal means a lot to all the Services because of the help it provides to those serving today as well as those who fought in previous conflicts.
"Meeting Harry Patch was an

inspiration. It puts everything into perspective when you actually meet them and realise what they went through.

"I have too much respect for what they did and won't ever forget that."

This was the first time that the Type 23 had come close to her affiliated county since her major



Sailors from HMS Somerset with WW1 veteran Harry Patch
Picture: LA(Phot) Jenny Lodge

refit in 2007, and sailors from the

warship joined the remembrance day parade at Wells last month. The sailors on board the Type 23 have also been keeping an eye on the younger members of

their six-month During deployment in the Mediterranean the crew raised £2,200 for Plymouth children's charity

Jeremiah's Journey.
PO Martin Hopton said:
"When we learned about the work of Jeremiah's Journey we knew we

wanted to help them.
"We came up with the idea of running 4,750 miles during the deployment - that's the distance from Devonport to the furthest point that HMS Somerset reached

during her voyage.
"Everyone in the mess joined in, running as many miles as we could around the deck and also going on squad runs when we

arrived alongside in foreign ports.
"We even did a 24-hour 'runathon' on a treadmill."

He added: "We wanted something to achieve, both as a mess and personally. Today has been a wonderful end to the

"It's also been good to get to know the local charity and to learn about what they do."

Jeremiah's Journey fundraiser Sarah Wilson said: "It's been fantastic working with them and we really really appreciate their

"It's a lot of money to us and will make a big difference. It will allow us to help more than 20 children, pay for days out for bereaved children and their families - we are all absolutely delighted."

Jeremiah's Journey is a Plymouth-based charity that supports bereaved children: www. jeremiahsjourney.org.uk/

Benefits of age

THE Lympstone to Poole race this year brought two contending teams of Royal Navy Training Managers.

The youngsters (all in their 20s) were gathered up from the Commando Training Centre RM at Lympstone and the veterans (average age 47) from across the

However the experience bundled up in the veterans team – for team captain Cdre Campbell Christie this was his 16th event proved a strong combination despite the advanced years, as they romped home in ninth place

Cdre Christie said: "Finishing is always good, but what is really rewarding is introducing new runners to the camaraderie of what is a truly exceptional race."

The race starts at CTCRM and follows the South West Coast Path for 87 miles through beaches, forests, and peaks to the RM base at Poole.

Teams run in pairs, each com-pleting 22 miles each day and carrying a safety pack weighing at

least 5kg.

To date the team have raised over £800, but if you would like to pledge your support telephone 023 9262 5877.

Lee lookback

FORMER RFA man Ray Harding is trying to remind people of the Naval history of Lee-on-the-

A DVD snapshot of Lee will be familiar to anyone who served at Daedalus, Collingwood, Sultan, Dolphin, Haslar, Seafield Park or the Armament, Victualling and Naval Store Depots, and money raised from the sale will go to the Vision4Lee Market Town Initiative funding youth projects

in the local area.

Orders cost £3, and are available at www.vision4lee.co.uk or write to Ray Harding, Manor Way Surgery, Manor Way, Lee-on-the-Solent, PO13 9JG.

Egg-centric behaviour in MCMs

OH what the Navy will do for a

Cadbury's Creme Egg... Six months in the northern Arabian Gulf was seen as a valuable fundraising opportunity by Brocklesby's PO(MW) Antony 'Pinta' Beer, who took up 'nutty' duty running the ship's canteen for his crew's six months HMS Chiddingfold in the Gulf.

He determined to turn his chocolate duties to good use however, fundraising for two causes close to his own heart the midwife unit at the War Memorial Hospital in Gosport and Macmillan Cancer Support.

The first because that's where his son was born last year, and the second because his aunt and grandmother were affected by the

He gives full credit to LS(MW) Chris 'Chip' Miles, who he roped into the job as an expert on chocolate habits, but when Pinta told him that he planned to give his share of the profits to charity, Chip jumped right in too.
Chip said: "Everyone has been

touched by cancer. You just don't always know it."

Money was raised by various means including beard-growing contests and bingo nights. But the one that stands out is

the auction of the last Cadbury's Creme Egg...
It seems that the chocolately ovoid had been the surprise fad of the Gulf trip (no surprise to

afficionado Chip who had urged his partner to buy more of the foodstuff) and had disappeared at speed during the deployment, much to the despair of the men of Chid.

Chip said: "We sailed with loads of creme eggs. They just kept selling, they were so popular. But we couldn't get any more out

Pinta added: "So we put the last one aside for a month. Then produced it for auction.'

Such was the avid crowd of chocolate eaters, the auction took place in the Ops Room under the watchful eye of CO Lt Cdr Tom

In the end, the last precious egg was sold for the impressive total of £78 to PO Diver 'Mac' Macpherson.

Who gleefully blew it up on the ship's next demolition day, much to the general horror of the other unsuccessful egg bidders.
In total, the two men begged,

borrowed and bullied shipmates and allied sailors into a total of £1,600 which was split £1,000 for Macmillan Cancer Support and £600 for the midwife unit at the War Memorial Hospital in Gosport. Chip admitted: "We really have

to say thank you to the lads. We did hound them."

And plans are already in hand for similar fundraising during Brocklesby's upcoming NATO deployment.



eep running

EIGHT submariners pounded their way through the Great North Run

in Newcastle to raise funds for charity Children with Leukaemia.

The men – LS Benny Benson, AB Stevie Liddell, Lt Adrian Baugh,
PO Dave Pitt, LS Keith Harding, CPO Kenny Walker, PO Davie McCoy and Lt Justin Cloney (pictured above) – are all members of HMS Astute's ship's company, based up in Barrow while the new submarine is being fitted out.

CPO Kenny Walker said: "After three months of intensive training, it

was a fantastic effort by the team and their work in collecting the charity money has been outstanding.

So far the team have raised almost £3,000.

Bob's life celebrated

THE Stroke Association has benefited by £2,032 from the fundraising efforts of the Type 45 Training Unit at HMS Collingwood – all in memory of CPOMEA Bob Griffin.

Bob, who was a founder member of the unit, became ill during a training course last year, and died peacefully in April this year.

During his illness, the T45 TU decided to raise fund for his care, planning a social event with raffle prizes. When Bob died, it was

decided by the family to go ahead with the event as a celebration of Bob's life to raise funds for the Stroke Association.

Almost 200 people gathered to mark the CPO's life with many of humorous anecdotes told among the friends.

Bob's ashes were scattered by his daughter from the PO Liner Aurora in the Norwegian fjords - getting the duty watch out in their No.1s would have definitely brought a smile to Bob's face...

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A whole lot of rowing

TEN Royal Marines and two Royal Navy sailors rowed a distance of 2.4 million metres non-stop on Concept II rowing machines at Navy Command HQ on Whale Island.

The number may be slightly difficult to grasp, until you realise it is the length of the entire coast

All their fundraising efforts were split between the Royal Navy and Royal Marines Children's Fund and the Chris Jones Riders Fund.

The team have already raised almost £9,000, but are aiming for a target of £50,000.

The Chris Jones Riders Fund is close to the heart of one of the rowers C/Sgt Tony Creaney, who joined the Royal Marines in 1993, but suffered a near-fatal accident

on the motorcycle track in 2004. His collision left him with three breaks to his back, a fractured pelvis, broken ribs and severe bruising. It was after many months of medical care and expert treatment that Tony was able to walk again.

He recognises that this is, in no small part, due to the excellent medical facilities available at the circuit where his accident

happened.
Unfortunately, not all circuits can boast such a standard and the Chris Jones Riders' Fund is working hard to improve this, for

all riders and their families.
The Fund was established in 2006 to raise money to provide vital medical equipment and improve safety at British motorcycle races.

Pledge your support through www.justgiving.com/

Legion looks to Raleigh

TRAINEE sailors from HMS Raleigh were to be found on the streets of Torpoint in early November – all for the Royal British Legion's Poppy Appeal.

The establishment has strong links with the local Torpoint chairman Steve Lewis, who left the Royal Navy in 2004 on medical grounds after 23 years service, said: "I've benefited personally from the Legion's support on two separate occasions and joined my

local branch two years ago.
"Since becoming chairman last year I've tried to use my relatively young age and recent Service experience to appeal to the current generation dispelling the myth that the Legion is purely for veterans of both world wars.

"I'm grateful to Raleigh for allowing me to talk to the young recruits and hope that members of the public will give generously when they see the trainees during the street collections."

Some 650 sailors from the training base attended a graveside service at Horson cemetery in Torpoint where 44 sailors and 21 Royal Engineers are buried in war-graves after losing their lives in April 1941 when a German bomb hit an air-raid shelter.

Museum boon

THE Royal Marines Museum in Southsea received a donation of £570 from Aonix Ltd, the proceeds of Royal Marines Museumthemed calendars produced in recent years.

The museum's Sandy Wilson said: "The museum constantly has to fundraise to support its collections and its vision for the future - today's donation will help

with the good work."
The 2009 calendar Per mare, per terram is available from the museum shop and features rarelyseen images from the archive's photographic and painting collections.

Gannet drive themselves to distraction

GANNET hurled themselves into their epic drive across Europe to Russia in a target time of just six days.

A crowd gathered at Gannet to wave off Lt Cdr Martin Lanni, Lt James Bullock and PO Daz Craig on their massive charity drive.

Among the squadron staff waving them off were staff and young patients from the Glasgow hospital for which they are fundraising. The team drove 10,000km, vis-

iting 20 capital cities, working to a punishing routine of four hours driving, four hours resting and

four hours navigating.

Before they set off, Lt Cdr
Lanni said: "I guess we're excited

and nervous in equal measure.

"This is a really big journey for us and we know we're going to be under pressure and tired - but until we get out on the road and into some kind of routine, we really won't know what the scale of it all is."

It didn't take long for reality to bite; "The tiredness is painful," stated PO Daz Craig, four capitals

However Lt Cdr Lanni added:
"But we're feeling much better
now. Even just today we feel like we're setting into a routine - when to sleep, when to drink Red Bull,

etc.
"I'm rapidly coming to the con-clusion that this is much more physically draining than being a

Sea King on-call pilot.
"The biggest problem is that there is little else to do but keep your eyes on the road and mentally that's quite draining.



● Lt Cdr Martin Lanni, Lt James Bullock and PO Daz Craig with children from the hospital in Glasgow Picture: LA(Phot) Hamish Burke

"The upside is that it's 26°C in France which is rather pleasant in comparison to a Scottish westcoast autumn."

Lt Bullock added: "When we dreamt this journey up in the middle of the dark winters nights while we were on-call, it seemed such a long way off."

The three men visited the UK, France, Luxemburg, Belgium, Holland, Spain, Monaco, Italy, San Marino, Slovenia, Croatia, Hungary, Austria, Slovakia, Czech Republic, Germany, Poland, Lithuania, Latvia, Estonia and Russia in their Nissan Navara car,

supplied by sponsor Terberg. However they did admit there wasn't a great deal of time for sight-seeing, particularly as they passed through a number of the capitals' historic sights at night or in rainstorms.

And they even managed to finish the 10,000km eight hours ahead of their six-day target.

All money raised goes to two hospitals - the Children's Burns Unit at the Number 1 Hospital in St Petersburg and the Yorkhill Children's Foundation.

Some 150,000 children from all over Scotland visit the Royal Hospital for Sick Children in Glasgow, and the Yorkhill Foundation works to provide the 'extra' services to make their stay in hospital less distressing.

Pledge your support through www.justgiving.com/ gannet or write to Lt Cdr Martin Lanni, HMS Gannet, Monkton, Prestwick, Ayrshire KA9 2RZ.

nothing is keeping the smile off the face of RPO Karen Boxall who has just completed the Great South Run.

Portsmouth-based policewoman (pictured above) said it was all worth it.

This year's event in Portsmouth

Britain's biggest 10-mile race –
attracted almost 20,000 runners, including marathon winner Paula Radcliffe, with the Naval police officer reaching the end firmly in the middle of the pack at position

This is the fourth distance run completed by Karen, all in aid of Cancer Research UK.

She said: "I lost my mother to cancer in March 2005, and

completed my first run in October that year. I had a very good reason to run to support that charity.'

Her recent total of over £200 boosts her fundraising efforts over the years to almost £1,000. She admits that she has a tearful

moment each time she runs, meeting the people and hearing the stories that have motivated others to pull on their running shoes for charity.

Karen, whose vest reads 'In memory of my mum, Denise Boxall', said: "Every time I go out running now I know she's looking down at me. And I say to her 'Come on, mother, get me through this."

She's already got her sights set

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she admits a quiet desire to tackle one of the bigger marathons next

If you would like to support her, please contact Karen on cxp-discp@a.dii.mod.uk

CPO (Diver) Ian Fleming led

his team of ten divers over the finish line of the Great South Run to raise over £4,000 for the

Meningitis Trust.
Ian said: "My step-daughter died from the disease 19 years ago when she was a baby, so I know firsthand how devastating

this disease can be.
"By taking part we hope we raised awareness of the signs and symptoms of the disease, and by raising £4,000 for charity, we hope it will help people who have been affected by it."

Divers being divers, Ian decided that the ten-mile run needed a bit of extra challenge, so ran wearing

a full diving-set on his back.

He said: "The run went well and I was quite happy with the

and I was quite nappy with the time, especially as the set weighed 100lb – which seemed to get heavier as the race went on.

"The support of the people of Portsmouth was fantastic, and we managed to collect £315 in buckets during the race. The weather was poor but it didn't dampen anyone's spirits."

Ian and his team from the Defence Diving School completed the race in two hours 13 minutes.

BAUN & CO

WITH the unforgettable name of Wives do it wet and dirty, three wives of RN and RM men plunged into the gloop of the wet and dirty mud of Devon.

Oh yes, the Commando Challenge claimed three more victims to its invasive muddy grasp.

The three – Rachel Cousins, wife of C/Sgt Rob Cousins; Joe Riley, wife of CPO Steve Riley; and Carol Craig, wife of Calum Craig – did get to the end, despite a somewhat eventful day. Rachel said: "Joe and I are

claustrophobic and the three sets of tunnels were a major challenge

"After setting off and being made to roll in mud and water, then trek through a stream and a mudpit up to our waists in orange gunk, we arrived to find a queue

for the first of the tunnels.

"After a terrifying 30-minute wait it was our turn and we were petrified. Joe managed to get through on her second attempt, get through.

"And a lot of reverse psychology from my best friend's husband who was the duty PTI...

"Being told it was OK to fail and that no one would think any the worse of me was enough to get my competitive edge going.

The intrepid trio had to face two more pitch-black tunnels, before plunging into the icy water of Peter's Pool, and diving beneath the surface on the Sheep Dip.

The day's mudfest finished up with the Black Bog (pictured above right) which proved another calm, dry and respectable challenge. Or

Rachel concluded: "We all felt



a massive sense of achievement finishing. All the hard work, tears and sweat had been worth it.

"The discomfort we put ourselves through is nothing compared to what our boys posted abroad are going through and that was something that we kept in our minds all the way through."

The three have already exceeded their fundraising target of £2,000 by almost another £400; but as all the money is going to Help for Heroes, any extra is always appreciated.

Offer your support through the website www.justgiving.com/ wivesdoitwetanddirty.

And they're already planning for next year's challenge, if you like it wet and dirty too ...



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• Finger on the trigger – regulars and reservists train side-by-side in the jungle of Belize during Fleet Protection Group RM's Exercise Tradewinds 08

Picture: LA (Phot) Kelly McAlinder

Diamond force aids cutting edge

IN TERMS of operational output, 2008 has been the busiest in the history of the Royal Marines Reserve, writes Lt Col Ed Musto RM.

A total of 142 members are deployed on Operation Herrick, representing about 26 per cent of the RMR's trained strength.

It was also a significant year because it saw the award of the RMR's first George Cross - to L/Cpl Matthew Croucher, who, while on patrol in Helmand Province, demonstrated incredible courage, selflessness and speed of thought when he threw himself on to a grenade, allowing his heavy equipment to absorb the blast, thereby saving his own life as well as the lives of his comrades.

It is therefore perhaps fitting that 2008 also marks the 60th anniversary of the RMR.

The RMR traces its roots back to the RM Forces Volunteer

The busiest year for the Royal Marines Reserve also marks its 60th anniversary

Reserve, which was established in 1948 with centres in the City of London and Glasgow.

Two more centres were established the following year in Liverpool and Bristol, but it was not until 1954 that a fifth centre was created in Newcastle, known as RMFVR Tyne.

Most of the centres soon began growing detachments, resulting in an expanded RMR national

In 1966 the RMFVR was re-titled the Royal Marines Reserve and became known simply as the

At this time, the RMR became responsible for three operational units - 608 Tactical Air Control Party (Reserve), 4 SBS (Reserve) Squadron 2 Raiding

(Reserve), each of which could be independently mobilised.

Then, as now, reservists trained for one evening a week as well as attending nominated weekend training plus a two-week exercise or course

Training became progressively more integrated with the regular Corps, and by the 1960s the RMR was exercising not only in NATO countries but also in the Far East and Central America. By 1986, the RMR's role was to

provide rear area security for 3 Cdo Bde RM as T Company Group.

In addition to completing the Commando Tests, reservists also had to complete the intensely demanding mountain and cold weather training to enable them to serve with the Commando Brigade

on NATO's northern flank.

Since the end of the Cold War, the RMR has continued to evolve, working ever closer with the regular Corps and dropping the distinctive

'R' worn on both shoulders. In 2003, 126 reservists augmented 3 Cdo Bde RM in Iraq on Operation Telic 1 at short notice, they were integrated seamlessly - causing the then Brigade Commander, Brig Jim Dutton, to remark when asked how the reservists had performed: 'What reservists?"

This set the tone which persists to this day.

Since Telic 1, 71 per cent of the RMR's trained strength have been mobilised and, additionally, at any one time about seven per cent are serving with the RM on Full Time Reserve Service (FTRS).

Their ability to be employed in either a General Duties capacity or in one of the RMR's 18 specialisations has made them enormously flexible and a model of best practice amongst the UK's Reserve Forces.

To assist integration following mobilisation, reservists now join their regular unit and complete four months of pre-deployment training which, when added to a six-month tour and leave, means that most mobilisations are for 12

being mobilised for more than 12 months in three years, which makes it difficult to sustain such a high level of mobilisations.

The RMR is therefore recruiting

hard to reach its endorsed requirement, and new detachments continue to be formed. Some 27 per cent of this year's

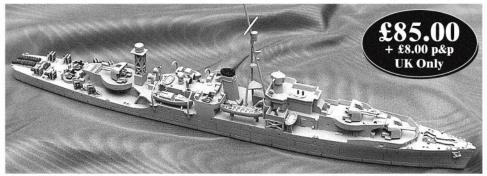
RM Young Officer intake previously members of the RMR.

And while the RM remain about 500 men below strength, the RMR continues to grow, with recruits attracted by the line A reserve for use.

The RMR has come a long way in 60 years.

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The mettle detectors

S FRENCH villages go on an unseasonally warm and bright early autumn afternoon, Ranville is fairly typical.

The wooden window shutters beloved by Frenchmen are open. A few people wander around, but otherwise this small village on the east bank of the Orne a few miles outside Caen is at peace.

And like most French villages

And like most French villages

or English ones for that matter

Ranville is dominated by an historic brick church.

Unlike most French villages, however, this church has a huge cemetery attached, the last resting place of men who six decades ago came to liberate the Conqueror's homeland (and those, too, who were determined to stop them).

Ranville is largely a resting place for paratroopers and airborne forces (the legendary Pegasus Bridge over the Orne Canal is little more than ten minutes away).

But there are tank men buried here: their gravestones symbolically touch, for they died together in their vehicles.

There are Germans buried here – 322 of them, their graves marked by simple, rather sombre, dark grey headstones with the briefest of inscriptions.

There are merchant sailors buried here, for they too took part in the 'great crusade' to liberate France – and paid the ultimate price. Those who cannot remember the past, are condemned to repeat it – a lesson taught at Shrivenham to the naval leaders of tomorrow. **Richard Hargreaves** returned to the beaches of Normandy with junior officers.

And there are Royal Navy sailors here. Not many. Most are 'known unto God' – 'A Sailor of the 1939-45 War'.

A few are known. Telegraphist Spencer Charles Porter, part of a spotting unit for the guns offshore, is one. He died the day he landed in France: June 6 1944. His parents from Sidcup in Kent struggled to come to terms with their loss. A light has gone from our home, they had inscribed on his headstone. A voice we loved is still. Rest in peace, dear son.

And he does, alongside his comrades at Ranville, one of 2,563 men of all nationalities, of all arms.

Today, Spencer Charles Porter is not the only named sailor here. There's a good three dozen here: logisticians, weapons engineers, navigators, intelligence specialists, warfare specialists, nurses, schoolies, RFA, plus a couple of civil servants.

Ranville is the last port of call for the students of the Intermediate Command and Staff Course, intended to encourage the art of leadership in junior ranking officers (chiefly lieutenants, a few lieutenant commanders) or their civil service counterparts.

Most of the course takes place at the Joint Services Command and Staff College at Shrivenham. Wars, however, are not won in the classroom but on the grey oceans, in the skies, in the rolling terrain of Picardy or the bocage of Normandy.

And that is why the students come here, between the Orne and the Douve, to learn how the greatest combined operation in military history succeeded (and in some places faltered), how planning, intelligence and preparation and, at times, personal leadership won the day.

On the face of it, parallels between Normandy and modern amphibious operations aren't entirely apparent.

We don't do 'opposed landings'

- assaulting a fortified beach - any

The helicopter has replaced the glider and paratroops dropped from DC3s.

And, oh yes, we don't have

5,000 ships to carry all those men and *matériel*.

But scratch beneath the surface

a little, and the parallels are there.
Political interference plagued
the German defence of Normandy

as Hitler dabbled and dallied. Forty years later, political input was at the hub of many of the decisions in the Falklands conflict – the Belgrano, South Georgia, Goose Green.

Sea power was, of course, decisive in Normandy. So too in the Falklands. But it was also key to the British build-up for the 2003 campaign in Iraq; the heavy kit came not by land or air but by

And sometimes, we forget the lessons. The obsession with technology and missiles in the 70s meant the Type 22 frigates had no guns to pound Argentine positions in 1982.

Look at any images of the beaches on the days after June 6 and you'll see the armada shielded by an 'umbrella' of barrage balloons. What might such obstacles have achieved in Falkland Sound 26 years ago?

But back to June 6 1944. For the students, the Overlord trail begins at Pointe du Hoc, the promontory to the west of Omaha beach.

It remains much as it was six decades ago. The barbed wire and minefields have gone, naturally, (as have the Germans) but the concrete gun emplacements are still cracked and shattered, the clifftop is still a cratered moonscape – the Allied guns, one logistics officer observes, "obviously gave it 'P for plenty'".

And it was mostly in vain. When US Rangers stormed the 100ft cliffs (a scene famously recreated in *The Longest Day*) on D-Day

they found the concrete bunkers devoid of guns (if not devoid of Germans).

These days, a few well-placed Tomahawk missiles, perhaps a small special forces unit, would neutralise an emplacement like Point du Hoc.

There is no such technological solution to storming the sands the guns on the clifftop were designed to protect.

Omaha Beach – also

Omaha Beach – also immortalised by *The Longest Day*, but especially in *Saving Private Ryan* – has coloured the popular image of D-Day for six days.

image of D-Day for six days.

Although most, though not all, the German bunkers have gone, the vast expanse of beach – and the high bluffs overlooking it especially – remain a forebidding sight.

For many of the students, it is here that the scale of Overlord hits home.

"It's all very well standing on the concrete and looking down at the beaches," said Lt Andrew 'Tupper'Ware.

"You have to get down on the beach and look up – that's when you get the soldiers' perspective."

At Pointe du Hoc, at Omaha, at the German strongpoint overlooking it, *Widerstandsnest* 62 (nest of resistance 62), the students are expected to explain what happened here – and why – that fateful Tuesday before facing an interrogation from their peers afterwards.

To be sure, the literature

on Normandy is voluminous. But where do you begin researching the achievements of beachmaster Colin Maude (and his dog Winston, although Maude probably did most of the work) on Sword Beach, or the arguments between Germans with unpronounceable surnames (General der Panzertruppen Leo Freiherr Geyr von Schweppenburg

anyone?).
And, when you've found the information, it's all very well learning facts and figures parrotfashion. The key is understanding.

That said, the students can ferret out the odd interesting tidbit: for example, the blind son of the irate French farmer who owned the land where the Germans sited the Longues-sur-Mer coastal battery provided details of its precise location to the Allies.

"The important thing is that people have done their research, but also that they have made it relevant and contemporary," says the course's official historian, Dr David Hall.

"The level of research and

"The level of research and presentation has been incredibly impressive, as has been the level of understanding."

And if the tutors are impressed, then the students have appreciated the chance to study history rather than regurgitate it.

"What's particularly good is that it's a 'grown-up' course – they want us to think about things, analyse mistakes, give our opinions, rather than just recite facts," explains warfare officer Lt Nick Hutchinson.



here is arguably no more visible reminder of the invasion – save for the manifold cemeteries which pepper the Calvados countryside – than the remnants of the Mulberry harbour off Arromanches.

Mulberry harbour off Arromanches.

If Omaha remains forebidding, Mulberry still has the power to impress courtesy of its ingenuity, and above all, its scale.

From atop the cliffs of Longues, the remains of the artificial harbour continue to calm the Channel inside the breakwater.

Today gulls sit on the remnants of the ferroconcrete Mulberry structures. Children dig sandcastles or kick balls across the Arromanches beach.

In the summer and autumn of 1944, this picturepostcard seaside town was a port the equivalent of Dover, feeding the voracious demands of the Allied troops edging into Normandy.

Each soldier needed an average of 6½ lbs of stores to support him in the field every day – chiefly food and ammunition (not necessarily in that order).

By the 18th day of the invasion (D+18), the Allied armies slowly pushing their way into Normandy required 18,000 tons of equipment every day. The men manning Mulberry had their operation down to a fine art: they could offload a ship carrying 78 vehicles in under 40 minutes.

"All those rude things we say about the loggies, but this is probably the single most impressive technical development of the war – and it's not designed to kill anyone," says Maj Dominic Wilson, one of the Army tutors on the course.

What Mulberry delivered was designed to kill – and when operations at the port faltered, so too did operations at the front: when storms struck in mid-June they delayed Operation Epsom – Monty's thrust

on Caen - by six days.

Before Mulberry was established, there was only one option for feeding the front: via the beach. Cdr Maude (and Winston) might have appeared

Cdr Maude (and Winston) might have appeared slightly comical figures in *The Longest Day*, but war is far too serious a business for comedians.

Maude and his team of 25 sailors, Royal Marines and soldiers ran Sword beach – under enemy fire – with astonishing efficiency: 28,000 men and 2,600 vehicles were put ashore on June 6.
"It remains a very responsible job today," Maj

"It remains a very responsible job today," Maj Chris Gosney RM, one of the tutors, explains to the students. "Today it's performed by the Commando Logistic Regiment and the Landing Forces Support Party – and they still go ashore in the first wave."

The deeds of Colin Maude, the Rangers at Pointe

The deeds of Colin Maude, the Rangers at Pointe du Hoc, the US 29th Infantry at Omaha, and Spencer Charles Porter raise a fundamental question.

"Whenever you look at people from the 1940s, from the Great War, from the Crimea, you ask yourself: are we cut from the same cloth?" Maj Wilson tells his students.

"Do we have the same people, do we have the same commanders with the same mettle?"

It is a question which, of course, is unanswerable. But by bringing his students to Normandy, that mettle, the right stuff, grit, is what course leader Royal Marine Lt Col Neil Bennett hopes to instil in the Senior Service's innior leaders.

the Senior Service's junior leaders.

"If you want to close with the Taleban, then you need to come to somewhere like Normandy," he explains.

explains.

"We're not here to study Normandy per se, rather maritime power and how it impacts on land.

"But it is coming to places like this that you 'get

it'. It's important to feel and touch history. Here you breathe it."

The battlefield tour is a recent addition to the leadership course, and while the pilgrimage to France is compulsory, attending Shrivenham is not: two out of every five Senior Service officers do not attend (comparative courses for equivalent Army and RAF junior officers are mandatory).

"Every lieutenant should do this course," enthuses Lt Chris Emery, deputy weapons engineer officer of HMS Southampton.

"You become very focused on your own department. This course is a broadening experience – it's not just about your job, but about the wider influence of the

"It's also provided a wider understanding of politics, economics, and the military. It's not a deep understanding, but you begin to appreciate how certain decisions are made. And that helps me explain things to my lads – what we are doing, why we are doing it."

His fellow students concur. Shrivenham has, if not given them the big picture, then at least the *bigger* picture.

"We've all been in our jobs for the past seven to nine years, very focused on being warfare officers, logisticians, fliers, without really appreciating what the other branches and specialisations do," says Lt Hutchinson.

Lt Mark Herzberg, a weapon engineer who recently left HMS Exeter, adds: "We're very single-Service orientated: I'm a matelot and that's it.

"This course makes you realise your wider role – it's left me with a much better understanding of how we all fit in.

"It's also rekindled a lot of why I joined the Navy. I was a bit sceptical about the course before I joined, but it's been really worth doing."

but it's been really worth doing."

What has been the biggest eye-opener for an RFA sailor, I ask 2/O Andrew Dinnis.
"Most of it," he says. "In the RFA you go from ship

"Most of it," he says. "In the RFA you go from ship to ship to ship, so this course has been given me a good understanding of the wider MoD. It's also been very worthwhile for seeing how everything works.

"From an RFA viewpoint, it's a tough course

"From an RFA viewpoint, it's a tough course because we don't do a lot of this on a day-to-day basis. On the plus side, we can offer a non-military perspective and help the RN chaps look outside the pure military."

Normandy, too, proved an education for 2/O Dinnis.

"Something hit me seeing the graves of the merchant navy sailors in the cemetery at Ranville. It's a reminder of all the logistics and material they brought over – at great cost," he says.

It's this combination of past and present which, says Lt Col Bennett, is at the heart of the leadership course.

"We study the past to understand the present and shape the future," he adds.
"Through the 300 officers we educate a year, we

"Through the 300 officers we educate a year, we can influence perhaps ten per cent of the Navy with those key attributes: leadership, ethos, grit.

"One thing you do every day as an officer is lead: irrespective of your rank or job, irrespective of whether you hold a command, you are a leader, you are a role model, you set an example.

"Education is the bedrock of everything we do. This is a course which puts dark blue back in your veins."



Singapore swing



Take a trip on the Flyer, the giant Ferris wheel on the waterfront of the great Asian metropolis, and the audio guide enthuses: "There must be a hundred ships out there."

And from an altitude of 300 or so feet, it looks an

incredibly impressive sight.
From the bridge of HMS Kent, it looks rather

more chaotic.

"Mad isn't it?" says Lt Dan Gatenby, one of the officers of the watch.

His Commanding Officer disagrees. Cdr Simon Hopper turns around to look at a laptop computer displaying details of merchant ships within a dozen-mile radius of Kent, thanks to the Automatic Identification System, 'electronic tagging' for merchant ships

merchant ships.

Singapore is the world's busiest port. Half the global trade in crude oil passes through here. One in four containers moved on the high seas is handled by the island nation's docks.

The AIS monitor resembles an over-zealous Spirograph plot (ask your parents – Ed). The audio guide on the big wheel was wrong, but he was only short by 19 short by 19.

East. Now the frigate is focusing her attention on the safe passage of trade in the Indian Ocean. Richard Hargreaves joined her on maritime security patrol from Singapore to Sri Lanka.

"That's what you want to see," Cdr Hopper

What he doesn't want to see, however, is that rather large merchantman cutting across his bow making a bee-line for one of Singapore's many

wharves.

There are rules of the road, but they're not necessarily followed. A steamer barrels past with the water lapping hungrily at his upper deck, so heavily laden is the ship; by night, many of the barges – or the cables connecting them with the tugs – are unlit; and then there are those cargo vessels who make for port irrespective of what's in the way.

And in between all this, the fishermen blithely continue their trade.

"They can be quite territorial," explains Lt Giles Graddon, another of the officers of the watch. "They don't like you moving through what they think is 'their' area. They can gang up and begin to

move towards you."

They're actually less of a hazard by night: they use intense lights to attract fish, so intense in fact that it can be as bright as day on the bridge.

Bright as day or not, at times it can be hazardous. Singapore Strait is dominated by merchant ships. The Taiwan Strait is the domain of the fisherman.

"At one point we had 160 contacts on the radar in a six-mile radius," Lt Graddon recalls. "It's the busiest I've ever been – it actually became so busy that we had the captain on the bridge in his dressing gown helping out."

dressing gown helping out."
You see, around this part of the world, there's no escaping the role the sea plays in daily life.
There's also no escaping those lovely chaps from the Flag Officer Sea Training, who've come half way around the world to put the frigate's

ship's company under scrutiny.
Two officers and half a dozen senior rates have flown in from Devonport for an 'Operational

fade over time.

The FOSTies have chiefly come to see whether Kent is ready for her spell attached to Operation Calash, the anti-piracy/anti-terrorism/anti-smuggling mission in the Indian Ocean.

But it would be wrong to come half way around the world and not treat the ship's company to the

full FOST experience.

Well, not the full FOST experience; there's only a half-dozen strong team on board and they don't have Hawk jets, submarines, tankers and

don't have Hawk jets, submarines, tankers and destroyers on tap.

Good job we have computers, then, for they can lay all the scenarios and threats you like on top of the real world shipping in the Malacca Strait.

War off Plymouth takes place on Thursday. Kent's programme meant war on the Lord's Day.

"It's not Sunday," executive warrant officer 'Jimmy' Tarbuck says defiantly. "If I think it's Sunday I get depressed."

L Continued on page 24

Continued from page 23

Before this 'not Sunday war', the whole ship has to be prepared for action stations: chairs and tables strapped down, cupboards locked, wooden boards

in front of glass.

The FOSTies are exacting. They inspect every compartment and don't like what they find left out: a games controller, a stereo, some CDs, a cuddly toy (sounds like the Generation Game – Ed).

The FOSTies aren't happy. The CO isn't happy.
"I want us to show what HMS Kent is capable of with gusto and vigour," Cdr Hopper announces over the main broadcast.

Which they promptly do.

A shrill whistle and the cry "2-2-2 sardine" - not an order from Asda but a warning that a sea-skimming missile is inbound – brings the "co-ordinated orchestra", as Kent's CO calls it, of the ops room to its coda.

You can go for a 'soft kill' - decoys such as chaff or flares, or electronic warfare jamming to confuse the sardine's brains - or you can go for a 'hard kill', dispatching the incoming threat with Seawolf.

Either way, it culminates in a final ten seconds of "flash to bang" explains Cdr Hopper, a man who prefers straight talking to "waffle" (his word not mine, but I am all for it).

In fact, those ten seconds of flash to bang, tense as they are, are rather more cool and calculated. No excitement, no raised voices, just a measured "splashed by Seawolf".

The speed of missiles and the limited range of Seawolf restrict the decisive moments to ten seconds; a Harpoon strike is a more leisurely affair.

The anti-ship missile can be fired over the horizon

at the enemy - once he's been found.
The helicopter's sent up to find and fix the location of the foe... except that Kent's Lynx 'Charger' is kaput today, so instead her flight observer is sat in the cockpit fully kitted out (and overheating) providing 'reports' to the ops room.

As he does the orange blob on the radar display

turns into a red bow tie - denoting an enemy

The Lynx could pop off a Sea Skua missile, but you want to ruin someone's day rather than spoil it, so you go for something bigger.

Four sets of huge twin tubes point to port and starboard on Kent's forecastle. Inside is the Harpoon

anti-ship missile. It will ruin your day.
It's not something the RN fires very often. And today is not one of those occasions sadly.

So more simulation, then.
"It takes a lot for a ship's company to 'buy in' to an exercise," says Lt Cdr Ben Aldous, one of the

FOST observers There has to be "I want us to show what HMS Kent a leap of faith.

have been really good - and you're a compiler

then it makes no difference whether this is real or not: all you see are dots on a screen."
Those 'dots on a screen' are at least multicoloured.

No such luxury on the Harpoon targeting computer. No, we're back to a black and orange screen (think Asteroids, if you were a video games buff 30 years

It takes some time to programme the missile's course - it's directed towards the general area of the enemy, then uses its sensors to close for the kill.

It takes some time, too, to move methodically along its flight path at just short of the speed of sound and destroy a target 60 or so miles away.

Destroying an incoming enemy missile or aircraft is normally confirmed almost instantaneously. There's no such instant reaction with Harpoon, far beyond visual range of Kent.

It takes Lynx going close to the enemy once more to visually confirm the damage caused - or, as Principal Warfare Officer Lt Cdr Caroline Wyness puts it, an "element of amateur dramatics" from the flight observer. Today, he earns an Oscar..

... but not as much as some of the ratings who

play casualties: one dons a Freddy Kruger mask ("a vast improvement," his oppo observes), another has

'blood' streaming down the side of his face.

XO Lt Cdr Mike Smith rushes around the forward half of the ship - the bridge, forward damage control,

ship control centre, the ops room.

The pace is relentless. A 30-second update here, a 30-second briefing there. Compartment X is flooded, compartment Y is filled with smoke, passage Z is out of bounds.

Kent doesn't have to do this. The FOST team is only really interested in what happens in the ops

"The Kent team ve been really od - and if "Thursday War on a Rider observes with a smile.

But rather than fight half a war, Kent opts for the thermo-global nuclear option. It's a good job the ship practises a lot.

Quickdraw, quickdraw, quickdraw, screams the intercom. Terrorists are buzzing the warship with fast attack craft.

As we're in a danger zone, the upper deck guns

are already loaded.

First, however, there's the non-lethal defence – a few blasts from the ship's horn, then a few bursts from a machine-gun in front of the target.

The foe is either stupid or determined. The CO has had enough. "Take it," he says decisively over

the intercom.

Ffffrrrtttt. Ffffrrrtttt. Ffffrrrtttt.

The mini gun – a Gatling gun mounted on the bridge wing – quickly empties its chamber.

Luckily, there's a magazine just behind it to re-

supply.

In fact, there are almost as many magazines as

W H Smith (groan - Ed) aboard a Type 23, although here browsing is encouraged, nay compulsory. There are magazines for flares, for decoys, for small arms ammo, for 30mm guns, for pyrotechnics,

for smoke canisters, there's a rather large magazine for well over 100 shells for the 4.5in main gun, and there are 32 Sea Wolf missiles (officially the number's classified; unofficially just count the number of exits

on the upper deck) sitting vertically in their tubes.

It is rather like the missile bay in the middle of a V-boat – except that there are no gyms, no living spaces squeezed between the tubes. In fact, you'll

struggle to squeeze anything between them.

If anything goes wrong inside the launch tube, the specially-coated outer shell should protect the rest of the magazine - and ditto if there's a fire in the compartment, it should never threaten the missile

There are no such 'shells' protecting the helicopter magazine at the back of the hangar. Here, Stingray torpedoes, depth charges and Sea Skua missiles sit in their racks, waiting to be used.

And you really, really don't want a Stingray fire. The Thallium which is the torpedo's power source for its short life is also one of the most dangerous substances known to man.

If a Thallium blaze doesn't blind you with its intense white flash, then the toxic fumes will see you off. Water won't put it out either. The best to hope for is to keep the warhead as cool as possible until the Thallium burns itself out.

That is not the typical way to deal with fire on one of Her Majesty's warships, as LS Stuart Cuttle imparts to a group of able seamen eager to learn about fire-fighting on the ladder to becoming leading hands.

There are 26 damage control tasks an AB must pass (as well as a similar number of tasks in their core jobs as chefs or sonar operators) before they can hope to make the next rank.

Typically, there is one 'fire-fighter' and two shipmates providing a 'wall of water' - covering or suppressing fire if you like - to shield their colleague.

What LS Cuttle wants to see is controlled aggression. "FOST staff love all that - put some enthusiasm into tackling a fire," he tells his young charges.



These days, RN fire-fighters have hi-tech comms kit, but in the heat of the moment - and given the noise a wall of water throws up - hand signals and kicks on doors and hatches are still the order of the

day.

"Have confidence in your suit, have confidence in your 'waterwall' and you'll be fine," the leading hand assures.

Such training obviously works, for a few minutes later the general alarm sounds. Flood. Flood. Flood.

Not good. Fire. Fire. Fire.

Definitely not good. Machinery breakdown. Machinery breakdown. Machinery breakdown.

Okay, really not good.

A burst caused an electrical fire which in turn caused the steering to pack up. The knee bone's connected to the leg bone...
And 15 minutes later it's all fixed. Phew.

Compared with months safeguarding the Iraqi oil platforms, or even patrols of the Med or Falklands, the Far East sounds like a long list of jollies.

And, to be sure, the port visits out here are top notch, but it's not a case of a few days at sea, big booze up, another few days at sea, another big booze up

UK plc wants some

million pound investment. It wants

local movers and

shakers impressed.

British

return from its multi-

wants

million

receptions and 'defence industry days'.

Both are heavy on the manpower. Chefs and stewards (sorry, logisticians (catering services (preparation/delivery))) are much in demand for the receptions, their shipmates must be around for the industry days to explain to visitors what their bit of

"You think: 'Trip around the world, great.'," says sonar operator AB(WS) Kelly Stone, enjoying her first deployment. "And we have had a lot of good

"But there's a lot of hard work too. I actually enjoy the cocktail parties - I volunteer for the ceremonial

guard. I love it. It important." feel "We have had a lot of good times, but there's a lot of hard work too."

Deployments to the Far East probably remain the jewel in the RN crown.

It's not the runs ashore and the shopping malls of Asia which leave the lasting impressions, however, but the Mastercard moments - things that money

"Climbing Mount Fuji is something you would never normally get to do," POET(WE) Gemma Davies beams. "It is an utterly amazing experience. You are looking down on the clouds, looking down on aircraft. You think to yourself: I've climbed higher

than our helicopter can go."

Before arriving in Japan, the ship had hosted veterans of the Battle of the Java Sea and carried them to the recently-discovered wreck site of HMS

"The veterans were a great bunch with a really great outlook on life," CPO Nick Mulvihill recalls.
"They had some truly awful stories to tell, but

also some brilliant dits - their attitude was truly refreshing. They never thought they would have the chance to pay their respects to their friends in the way they did. I don't think there was anyone at the

highlight of the trip."

AB Kelly Stone

The young can move the ship's company as much as the old.

'To the schoolchildren who came on board in Surabaya, this was the most exciting thing they had ever done," says Cdr Hopper.

"My sailors can't resist dipping into their own pockets for them – a bit of jelly and ice cream, some nutty from the Naafi. We're all human at the end of

And being human, the ship's company fall victim to the aches and ailments of travelling half way around the world. Thankfully, there's a doctor aboard,

Surg Lt Iain Wood.
His simple advice to the (slightly) sick?
"Man up."
You're not really ill.

Still feeling ill?

"Who goes to the doctor with a cough?" he protests to his wardroom comrades who rib him. 'Do I have a cure for the common cold? No.'

There's more to welfare than 'man upping', however. Sailors need their morale lifting: a sevenmenth deployment is a long slog.

The senior rates run a Friday night quiz on, er,

Fridays (with some astute and less-than-printable observations about their shipmates) while Sunday evenings are sometimes devoted to barbecues and films on the flight deck.

On any other occasion, a bunch of sailors wailing "We are the champions" as a *Live Aid* DVD blares out at full volume a dozen miles off the Sri Lankan coast would be a bit odd...

It takes a hell of a lot of planning to send a ship to Surabaya, Qingdao, Hong Kong. There's a small RN presence in Singapore, but apart from

last in the lengthy spells between 'pit stops'

Mexican beef soup bears an uncanny resemblance to last night's bolognese. "No, it's Mexican beef

soup," the steward insists.

Quite obviously, it's not spaghetti at the heart of the 'noodles' salad. And sweet and sour soup is

most definitely a new experience.

There are some old experiences too.

"We're probably the only ship in the Navy still using paper charts," sighs navigator Lt Rob Lamb. It's taken 52 folios (each containing upwards of 50

charts) to carry Kent from her home to the western edge of the Pacific Rim. Electronically, the same information fits on ten DVDs.

"Electronic charts get fitted in February, but I'm fighting against it because it makes the life of the navigator too easy," deputy weapon engineer officer Lt Adrian Botham comments with a wry smile.

Still, he's not had too much to smile about. The ship has visited Singapore three times this deployment. Surely one coincided with Lewis Hamilton et al tearing around the streets.

'We've missed every major sporting event," Lt Botham laments.

"Chinese, Malaysian, Singapore grands prix, Olympics, we've missed them all by a few days." The planning, of course, is aimed at keeping the

British end up, not at satiating sporting appetites (although the CO does like to follow his beloved ompey at every opportunity).

"It would be easy to cut deployments like this," Cdr Hopper says.

"But you ignore this part of the world at your peril Singapore, Tokyo, Hong Kong, Kuala Lumpur, the Malacca Strait.





's eve

as the sea state in the Loch while the interviews provided the clues to what would lie ahead for MS Bulwark in her e and the Crown Media team. short period of service Both men were confident, at ease with their subject with no has yet to have her Role 2 medical facility tested hint of defensiveness. 'Ask me what you will, I am ready,' was the message and that can be either for real or in an exercise

ommodore.

The atmosphere was as calm

disarming for any journalist. Our brief on exercises like

this is to push the boundaries

to lay the traps for operational security to be unveiled, to catch

our subjects off guard and - to quote a well-known author - to

be a general, 'embuggerance,' while at the same time creating relationships on board so that

trust can grow.
It is then the full value of our

media training can be realised.

By the second week we were

in the teeth of a force seven gusting to gale force somewhere up at the top of north-west

Sea legs are also imperative, it proved, if the job is to be

cotland. By then too the debate

with the Media liaison team

on board and the stories we wanted to cover had at times

Royal Navy silenced! You can just imagine the headlines.
Or what happens when the

weather was too rough. Soft-

of trust and respect for each

others profession. Never let a journalist tell you

he or she is only doing their job

between you and the journalist, it is the relationship and the trust that are the most important

or that they have a rotweiler of an editor back at base. It is

elements in any story.

I like to think we reflected

accurately life for the ship's company on board Bulwark.

We were privileged to have

access to all areas and to have the trust of the rank and file with

whom we worked.
As the ships of the Royal Navy

sail over the horizon, I hope such

media training exercises in the future can help maintain the fleet and the sailor's story, your story, in the national media.

Biggest lesson learned? A

huge admiration now for those who go to sea and maintain

high tolerance levels in such

demanding situations.

centred commandos!

French commandos on board fail to complete a mission as the

It was a healthy debate played as seriously as the exercise scenario and with a foundation

been turbulent (but never confrontational).

If the ship's satellite goes down should we not be allowed to report that? Vulnerable at sea!

iccessful.

scenario, writes Lt Jez Eden. This all changed when she embarked a surgical team on board for the latter part of

The team consisting of Surg Capt Walker, Surg Cdr Connor, CPOMT Warren and LMA Harries, were faced with the challenges of putting together the surgical facility ready to receive casualties. This is not quite as simple as it sounds.

The medical stores consist of over 44 boxes of stores ranging from simple items such as needles and gloves to highly sophisticated pieces of anaesthetic equipment. These stores are kept permanently on board Bulwark, but needed to be moved over five decks to

the right location.
It then took over five days for two of the surgical team to go through the stores to check it and to ensure that many items were still in date. For the duration of the

exercise the designated surgical theatre was situated within Bulwark's treatment room.
The exercise started with

a small number of casualties being fed into the facility to test its capacity to deal with a

variety of injuries.
Gradually over the next couple of days the number of casualties and the extent of injuries increased to test the system to its full capacity.

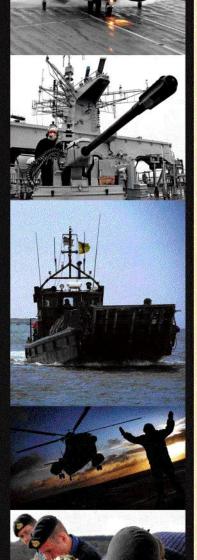
Some of the stranger issues

to be faced by the surgical team were the movement of casualties within the ward. Due to the layout of the beds it proved extremely difficult to transfer patients from the operating room trolley to the bunk especially if the other bunk was occupied.

Another challenge faced by the surgical team was the time it took to move casualties around the ship to the operating theatre.

Additionally the surgeon's linguistic skills were put to good use in determining the extent of injury to one or two of the French landing forces when required.

The ship's medical staff benefited from the additional skills that the surgical team useful in their forthcoming deployment.

















Near or far, all are remembe

FROM home soil to far-off shores, the Royal Navy joined the country in a period of reflection, remembering the fallen 90 years after the end of World War 1, writes Tim

Burtt.

A platoon from survey ship
HMS Echo, currently operating
in Singapore, joined a service
at the Kranji Commonwealth
War Cemetery, where heavy
rain added to the sombre mood
of the ceremony

vain defletery, where heavy rain added to the sombre mood of the ceremony.

The CO of HMS Iron Duke, Cdr Mark Newland, laid a wreath at San Carlos cemetery in the Falklands, while a service was held in the Arabian Sea on sister ship Kent, part of Coalition Task Force 150 while en route to the UK after her Far East deployment.

The remotest community on Earth, once home to HMS Atlantic Isle, held their first ceremony of remembrance.

A number of the 269 islanders of Tristan da Cunha, deep in the South Atlantic, followed their service of remembrance with a ceremony to mark their respect for British and Commonwealth Servicemen and women lost in

Servicemen and women lost in the South Atlantic during and since World War 1. Furthersouth, patrol ship HMS Clyde conducted a memorial service over the wreck of HMS

service over the wreck of HMS
Coventry, where 19 men died
during the Falklands war.
In Lisbon, the sailors of HMS
Somerset, on anti-submarine
exercises, marched through
the Jardim da Estrela park en
route to a service at St George's
Church

Church.

HMS Ark Royal was brought to rest over the spot east of Gibraltar where the third Ark

Royal was sunk on November 14 1941, and the Fleet Flagship later held a service of commemoration during exercises in the Atlantic.

HMS Atherstone, one of four RN minehunters in the Gulf, held a service at her base in Bahrain, as did HMS Blyth and frigate HMS Lancaster – personnel on

HMS Lancaster – personnel on the latter were joined by sailors from RFA Diligence. Other Naval personnel based in Bahrain with the UK Maritime Component Command, led by Cdre Tim Lowe, attended a service of remembrance at the Old Christian Cemetery in Manama alongside colleagues from the other Forces.

In the northern Gulf, HM ships Ramsey and Chiddingfold marked Remembrance Day in the Iraqi port of Umm Qasr.

Members of the Joint Helicopter Force and 45 Cdo RM gathered for their services at Basra (Iraq) and Sangin (Af

(Afghanistan) respectively.
Eleven Royals from Basra
flew to the site of the Sea Knight
crash on the Al Faw peninsula
in Iraq, where eight Britons and
four Americans became the
first casualties of the Gulf War;
the 11 of all ranks held a brief the 11, of all ranks, held a brief commemorative service before flying back to base.

the small British

contingent in Sarajevo –
13-strong, or which three are
RN – also paid their respects.
HMS Cumberland held a
service at sea in the Gulf of Aden
during her anti-piracy patrols,
while HMS Northumberland
paid her respects to the dead in paid her respects to the dead in the Seychelles. Sailors attached to HMS

Agrippa were prominent at the two ceremonies traditionally held by the British community in Naples, at the British and Commonwealth War Cemetery at Miano and at Christ Church.

Back on home shores, two Royal Navy veterans took pride of place on Armistice Day at the Cenotaph in London.

Genotaph in London.

Britain's oldest man,
112-year-old Henry Allingham,
transferred from the Navy to
the newly-formed RAF in 1918,
and 90 years on represented his
aviation colleagues.

Alongside Henry was

110-year-old former Tommy Harry Patch, and the youngster of the trio, 108-year-old Bill Stone, represented the Navy. Assisting Bill was Military Cross holder Mne Mkhuseli

Jones.

Members of 40 Cdo RM took part in the London ceremonies, while their colleagues paid their own respects back home at Norton Manor Camp.

A contingent from Fleet Patrol Group RM made the annual pilgrimage to the Commando memorial at Spean Bridge to join veterans for a service of remembrance.

join veterans for a service of remembrance.

The RN took a prominent role in events at the RN Memorials on Plymouth Hoe and Southsea Common, while sailors in HMS Ocean took shelter from blustery conditions of Plymouth Sound, honouring the fallen in the ship's cavernous hangar.

the ship's cavernous hangar. Further west, 650 personnel

from HMS Raleigh attended a service at Horson cemetery in Torpoint, marking the loss of 44 sailors in an air raid, while personnel took part in the annual Remembrance Sunday parade at RNAS Culdrose.

The Navy's other air base

The Navy's other air base, RNAS Yeovilton, saw personnel joined by children in one of the hangars; music was provided by the HMS Heron band. Sailors from HMS Gloucester

took part in ceremonies in their

ship's namesake city, including a private service for those specifically lost in the RN.

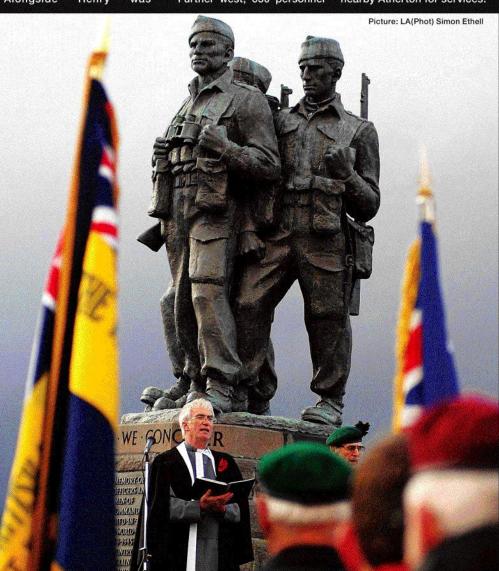
The RN Diversity Awareness Team attended the Memorial Gates service on Constitution Hill in London recognising the Hill in London, recognising the contribution of Commonwealth forces.

Two groups from submarine HMS Sceptre visited their affiliated town, Wigan, and nearby Atherton for services.



● Clockwise from top left: Remembrance service on Plymouth Hoe; Musn Sara James RMB plays the Last Post and Reveille in Naples; crosses at the Spean Bridge Commando Memorial; HMS Clyde at San Carlos Water in the Falklands; the CO of HMS Cumberland, Cdr Peter Sparkes, puts a wreath into the sea in the Gulf of Aden; service at the Commando Memorial at Spean Bridge; a member of 45 Commando RM Battle Group North at Sangin, Helmand Province in Afghanistan; Neptune Volunteer Band leads the parade through Helensburgh for Remembrance Day; the ceremony at Plymouth Hoe; the image of a poppy is projected on to the funnel of HMS Illustrious at Greenwich; (above) World War 1 veterans Henry Allingham (left), Harry Patch and Bill Stone (right) in London for Remembrance Day





Mighty challenge for mini-Kent

THE CYGNETS Model Boat Club in Maidstone, Kent, will mark 50 years of model boating next year and to celebrate we are planning to take HMS Kent somewhere she has never been before and is unlikely to go again.

We are planning to build a 1:36 scale model of HMS Kent.

This will make her about 3.69 metres long, with a beam of about 447mm.

The plan is to launch her in Tonbridge on July 9 and sail her the 16 miles to Maidstone, contending with other river traffic and nine locks.

I have made contact with our local RNA in Maidstone in the hope that they will be good enough to act as our conduit with HMS Kent, who we have yet to contact.

Maybe through Navy News they could become involved in some

We will also be working with Demelza House, a children's hospice in Kent, which I understand the ship already has an affiliation with.

Hopefully we can assist the charity by raising money and awareness of the work they do across Kent.

In addition, we hope to work with the local Sea Cadets from Maidstone and Tonbridge.

We are hoping to use the model at other events in 2009 but as yet we have not firmed up the details.

I have already started to put together a picture diary of the build of our HMS Kent and would be only too happy to share this with readers.

- Paul Dengate, Lordswood, Chatham, Medway, Kent email: paul@dengate.co.uk Mobile: 07973 724161 Landline: 01634 684336 (evenings and weekends only)

Submariners need confidence

I SEE that wet training at the Submarine Escape Training Tank (SETT) has been suspended, with the idea that it will be superseded

by rescue sub actions alone.

Has the MOD gone collectively mad?

The 'RN spokesman' quoted (Letters, November) clearly has no concept of the immense psychological boost to one's self-confidence experienced when you surface after completing both the 100ft suited and nonsuited escapes - you feel you might just be capable of escaping safely even from depths like 600ft if that was absolutely your only option.

Even after 45 years I recall that feeling.

The statement that submersible rescue techniques are now the preferred method blithely ignores

potential problems.

Squadron

on each.

Cockatrice,

For example, what happens if the rescue equipment suffers unexpected failure, or delays in arriving on site occur (witness the near-fatal delays in getting our ROV to the Russian mini-sub

ONE of the memorable parts of

my Naval career was my service in

the ships of the 4th Minesweeping

(HMS

Pincher, Rinaldo, Laertes and

Rattlesnake) serving a short while

I can remember that when

we went to sea in 'roughers' we

seemed to be submerged for quite

a bit of the time, but I am not

able to recall any of them carrying

an 'underwater pinnace' as was

Cheerful,

AS28 in 2005), or the team and equipment are already attending another incident far away?

Every submariner knows that time is the critical factor – pity the poor chap who has to inform a stricken boat that they must try to get themselves out right now, using a technique taught only in dry theory in a classroom.

The Government cannot afford another disgusting failure to safeguard its servicemen like the one with the Hercules foam fire suppressant - their actions smack of money-saving rather than improvement to the service.

Whilst there is no doubt that sub rescue is preferable to personal escape whenever it is feasible, those responsible for the safety of our submariners need to remember that old adage 'if something can go wrong with a plan, it will' and continue to ensure that our men are given the self-confidence to help themselves if all else fails.

Nothing less will do.

- Derek R Thorne, Titchfield,

Fareham, Hants

mentioned in your article A Lament for Superb (November).

relic from one of the Bond films, something that Q had invented.

Well spotted Mr Hudson. We all

proof-read page 6 and none of us noticed the missing 'I'. But at

least your letter gave us a laugh. I

did think of headlining it Pinnace

Envy, but the Committee of Taste

stopped me - Ed

Of course, it could have been a

- B R Hudson, Hanworth,

Middlesex

Boosting the Navy's image

WHAT ARE the people responsible for PR in the Royal Navy

If you watch the news, you would be forgiven for thinking that the RN has no involvement in Iraq or Afghanistan and spends its time swanning around the world enjoying itself whilst the Army and RAF get on with the the important stuff.

For example, earlier this year there was a presentation around St Paul's in London. It started with a fly-past by the RAF, there was a display by the RAF Regiment, who we were told were about to be deployed. Then there was a display of Army vehicles.

The only involvement by the Navy was by a squad of young sailors in training at Collingwood who took part in the march-past of all three

At the Remembrance service at the Albert Hall, the only Navy involvement was in the general parade.

Today, in our local paper is an advert for the RN.

It is all about a night out in New York, giving the impression that whilst the other branches of the services are involved in important things the RN are wasting tax-payers' money jollying around the world.

Whilst those of us who know about the Navy are aware that the Navy is involved in Afghanistan, Iraq and other operations, most of the public who are continually being fed the line that the Navy is irrelevant, are

I am aware that the Royal Marines are, rightly, mentioned a great deal for their brave acts in these areas.

However, most of the public (and according to correspondence in Navy News earlier this year, some Royals), think that they are part of

It seems a shame that the Narry Nervs so often wins awards for its journalism and yet the Navy is unable to bring to the attention of the

Public at large what a good job it is doing around the world.

I'm not sure what the opposite to BZ is but that is what the PR guys

Dave Jones, Chillerton, Isle of Wight



A sad Stalker laid up in Portsmouth

Sign to save historic ships

THE PUBLIC may not realise that over the coming months the Heritage Protection Bill will be debated in Parliament. They might assume it would include the protection of all elements of our heritage – not so.

Probably one of the largest sections of heritage, namely his-toric ships, have been deliberately excluded by the Department of Culture, Media and Sport, ably assisted by English Heritage who never consider the value of historic ships to our nation.

The concrete monstrosity of Milton Keynes central shopping area is being considered for list-ing, while magnificent historic ships such as Shieldhall, Waverley, Robin, Massey Shaw and Medway Queen are all being denied protection and only those in dry dock will be protected.

I can only wonder where DCMS priorities lie, particularly when we are about to lose HMS Stalker, the last steam-driven LST left in

All Historic Ships are asking is a halt for six to 12 months to a ship under threat to enable those concerned to raise the funds, or obtain a buyer, or failing that, at least fully record it for future reference. That does not seem too much

to ask, does it? But you try telling that to the DCMS.

May I ask therefore that those who believe that Historic Ships should be given the same pro-tection as buildings please sign the Prime Minister's petition at: http://petitions.number10.gov. uk/historic ships

- Sid Anning, Crownhill, Plymouth



Personnel from all three Services at the Remembrance Festival at the Royal Albert Hall Picture: PO(Phot) Ian Richard

Courageous carrier

DAVE HARDING asked (November) if anyone could identify the carrier astern of HMS Hood on your September letters page.

She is HMS Furious, who along with her two half sisters Glorious and Courageous was completed as a light battle cruiser in World War 1. All three were converted to aircraft carriers in the 1920s.

- Ian Richardson, High Shincliffe, Durham

...SHE IS a Courageous-class carrier, and looking at the upper-works or lack of it I would guess it is HMS Glorious

I have read Prof Grove's review of Bruce Taylor's book and didn't

like it.

To make a mention of paying over the odds shows contempt for the book - it is the first slip-up of a confusing review which slides off

- Michael Nottage,

Tot time

THE article Photographic Memories (November) contains a picture 'Tot time aboard a British Battleship, probably King George V.'

This same picture appears in HMS Belfast's Association book Men of the Sea produced by Ernest

So is it Belfast or King George

- Richard Bannister, HMS Belfast Association

.THE helicopter on p.26 is of course 848 Squadron.

- John Dale

Nelson the navigator

REAR Admiral John Myres stated in his letter (October) that William R Colbeck, a Lieutenant RNR, was the navigating officer of the Discovery in 1929-31. This is not so, as the navigating

officer on that expedition was Lt J Nelson. I have photographs of most of the officers, scientists

and crew. My father, Albert Edward Wyatt, was on that expedition and received the Polar Medal from King George VI.

He died when I was four years old, but I was fortunate to follow in his footsteps when I served onboard HMS Protector 1957-58. I have his diaries and

albums of the Discovery trip.

I would suggest that William Colbeck may have been navigating officer of the RRS William Scoresby, which was in the Antarctic at the same time as RRS Discovery II, and on which my father also served.

- Stanley Wyatt, Canterbury, Kent

Rugby hero

IN HIS autobiography, Bless our Ship, the late Capt Eric Bush refers to the death in action on July 4 1941 of Lt Cdr Norman Woodhouse, England and RN rugby captain, with whom he served in the battleship Revenge at Jutland.

I can find no further reference to Cdr Woodhouse or his career.

Can any fellow readers tell us more about this outstanding RN sportsman?

Lawrence Phillips, Editor,
 The Royal Navy Day by Day,
 Northwood

A damsel in distress

I REFER you to page 5 of Navy News (October) which shows a photograph of a young lady waving God Speed to HMS Northumberland with a Union flag which is unfortunately upside-down.

Alas, with our national flag flown this way it represents a signal of distress.

It is quite amazing these days to find that so many people are not aware that our flag has a right and a wrong way up.
Wherever I see this happening

I make the effort to point it out to the person responsible. As an ex-member of the

Communications Branch, I never expected to see Navy News on 'Captains Defaulters.'
- John G Pollard, President,

HMS Indomitable Assocation, Worksop, Notts Oh dear. I too noticed the flag

but concluded the young lady was communicating her distress at the prospect of six months'

Masterchef of the deep

THE NEW job title of naval cooks is nothing new.

On the submarine Orpheus in 1964 our Leading Cook used to introduce himself as an 'Underwater Dietic Technician.'

 Andy Clarkson, Chigwell, Essex

THERE WAS never any doubt the Royal Navy had the will and the skills to fight pirates - it just needed its hands untied.

One L of an omission

Bramble,

Pickle,

And no sooner were the legislative knots, caveats and operational restrictions loosened ever-so-slightly than HMS Cumberland scored a notable hit in the Gulf of Aden, killing

two Somali pirates and taking eight into custody.

Great was the rejoicing in the British media, where reporters wrote enthusiastically of "fire-fight on the High Seas," and remarked on the Navy's calmness and courage.

What was particularly pleasing about the public's reaction was the overwhelming support for the Navy's actions.

No single act could have done more to repair its post-

Irangate image. Nor were there many voices of dissent. Pirates, as Cicero pointed out, are the enemies of the human

Anyone who doubts the esteem in which the Service is held should read some of the comment pages of our national papers, where readers across the world voiced their admiration for the Senior Service.

Nobody summed it up better than the American veteran who emailed a national paper with the words: "I looked forward to working with the Brits before I retired from the Armed Forces. They are consummate professionals - and they love a good fight."

Leviathan Block, HMS Nelson, Portsmouth PO1 3HH December 2008 no.653: 55th year

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The views expressed in Navy News do not necessarily reflect those of the Ministry of Defence









AS THE Public Relations Officer in HMS Iron Duke, I am taking a fair bit of good-natured banter on board at the moment regarding my apparent explanation that it was "definitely rust" on her fo'c'sle (Letters, November).

Following your enquiry in mid-October, my comment when I phoned the Navy News office was that there was some rust but there was a significant difference between the original photograph and that which was used on the cover of Navy News.

For comparison purposes, both pictures are

Something 'electronic' has happened somewhere (not here because we aren't that clever).

- Lt Cdr Andy Rowlands, WEO, HMS Iron Duke

We never alter the composition of photographs, but we do sharpen up the image to prepare for the lithographic printing process.

This can enhance the contrast and the colour and in this case I agree it makes the fo'c'sle look more vellow (and the sea more blue).

But I admit it enhanced the rust too ... - Ed

defence

STEPHEN DIXON, in his letter Whose Navy is it? (October) is missing the point when he criticises the First Sea Lord for mentioning the UK's commitment to European defence.

During the Kosovo crisis, the European members of NATO who, combined, amount to 60 per cent of the military capability of the US, could only muster 10 per cent of the military effort right on our back door.

The US, again, provided the other 90 per cent. This was a huge embarrassment.

The US Government has long been encouraging the EU to work more closely on defence, both to provide a more equal partnership and to ensure that we Europeans have the capability to deal with issues on our doorstep or in areas of the world where the US does not wish to be involved.

As a result, our democratically elected British government signed up to the European Security and Defence Policy, which gave us a High Representative to oversee foreign policy and defence issues where we agree, provide an EU organisation for operations, some standing forces and an encouragement to procure large defence equipment together.

This works alongside NATO, which has a different remit and a different membership.

And we still have the option of not getting involved if that is what the British government decides.

Working closer with our EU partners will have many benefits. It will drive us to establish common operating procedures

and common equipment. Joint procurement will provide the economies of scale so the UK and our partners can afford the new equipment we all need and give British industry the opportunity to bid for more, larger contracts.

At the moment the whole EU derives benefit from operations and equipment paid for by taxpayers in just a few of the larger and more

defence-committed nations

As a next step we should start an EU defence funding scheme, so that all members contribute to defence according to their means with a net gain to countries like the UK, which do more.

Finally, another benefit of EU procurement is that it is harder for individual members to pull out of joint projects.

When economic times are tough large defence contracts are all too easy targets for cuts.

If the future aircraft carriers

were a joint procurement with France they would be more secure. As it stands, they could be under threat.
The real fear is not whether we

will have an EU Navy, but that we will have a Navy no longer able to tackle another Falklands or major crisis closer to home.

That is the overriding major issue that the RN community needs to focus upon.

- Cdr Ed Featherstone,

(Retd) Berkhamsted, Herts

LETTERS editor should to the be accompanied correspondent's name and address, not necessarily for publication.

correspondents also requested to provide this information. Letters cannot be submitted over the telephone.

If you submit a photograph which you did not take yourself, please make sure that you have the permission for

us to publish it.

Given the volume of letters, we cannot publish all of your correspondence in Navy

> We do, however, publish many on our website, www.navynews.co.uk, accompanied by images.

look particularly correspondence which stimulates debate, makes us laugh or raises important issues.

The editor reserves the right to edit your submissions.



Website launched for island branch

CYPRUS branch has launched a

Pages on the new website – www.rnacyprus.org-giveanyone arriving on the Mediterranean island an instant overview and detailed information about the branch, which covers Limassol and the western side of Cyprus.

A list of shipmates to contact is also provided.

Relevant contributions to the site are always welcome; send material to davidmay@cytanet.com.cy marked 'For the RNA website'.

The branch was formed in 2002, and by last year had grown sufficiently to allow a new branch, Eastern Cyprus, to be hived off to reduce travelling time for members in the Larnaca and Famagusta areas.

Following the launch the original branch held its regular monthly meeting at the Episkopi

Garrison Officers Mess.
Stella Pearson, of Victim
Support, presented a surprising and encouraging account of the development of the group in the Cyprus military sectors organisation is based on the British Forces Germany model.

Shipmates living in Cyprus as expatriates reflected that there may well be a need for Victim Support in their areas, and all present were grateful to Stella for highlighting aspects of a service all hoped they would never have

The branch welcomed visiting shipmates John Hamer and his partner from **Haven** branch at Haverfordwest – Cyprus shipmates are always happy to see visitors from other branches.

And members raised almost 730 Euros running a stall at the Episkopi Fete in Happy Valley, selling books, DVDs and running a bottle lucky dip.

Granite bench gifted to town

LOOE branch has, in the eyes of treasurer S/M George Butler, in the past had many kind gestures from the town, so it was time for the branch to do something in return.

And with all the committee over the age of 80, what better than to provide a facility where people can rest their weary legs?

So it was that a granite bench, inscribed Mariners' Rest – Looe RNA, was presented to the town.

Made of Cornish granite, the bench is installed at Pennyland, close to the passenger ferry, on a site provided by the chairman of the Harbour Commissioners.

Diamond day

MELTON Mowbray branch contacted Buckingham Palace to inform the Queen about their upcoming Diamond jubilee.

So members were delighted to receive a letter from Balmoral thanking them for their loyalty and wishing them happy celebrations.

And those celebrations, at the town's RBL Club, were attended by more than 100 members and their guests.



Motor Launch 1323, which came under attack in Hong Kong in 1953

Hero of Pearl River is dead

A YOUNG sailor decorated for his bravery in a clash with Chinese communists more than 50 years ago has died at the age of 75.

At the time of his death on October 28, Gordon Cleaver was the chairman of the Hong Kong Flotilla Association.

And that association had every cause to look to their chairman with pride, as S/M Gordon embodied the spirit of the Royal Navy.

On September 9 1953 Gordon, then a leading seaman, was part of the 11-strong crew of Motor Launch 1323, which was on patrol at the mouth of the Pearl River off Hong Kong – waters in which the People's Republic of China also claimed primacy.

In mid-afternoon the captain



 Lois Crosskeys (former Chief Officer Lois Francis WRNS), the last Commanding Officer of Wrens establishment HMS Dauntless, with Commanding Officer of Wifels Catabilations Commanding Officer HMS Dauntless
Picture: Peter Shepherd, RNA York

MORE than 600 members of the Association of Wrens travelled from across the UK and around the world – including Canada, America, New Zealand and Australia - to the national reunion

Guests attending the main event, at the city's university campus, included the Senior Naval Officer of new D-class destroyer HMS Dauntless, Cdr Giulian Hill.

Dauntless was the name given to the former Wrens training establishment at Burghfield.

Former Royal Marine and naval chaplain Bishop Noel Jones was also there, as was Rosie Wilson, Chairman of the WRNS Benevolent Trust, Capt Richard Yeoward and Capt Brian Young,

patron and president of the HMS Wren Association.

Highlights of the afternoon were a concert by the RM Band Association, led by Band Master Ted Whealing RM, and Bishop Noel's splendid address.

President of the AOW, Anthea Larken, was the main speaker for

Larken, was the main speaker for the event, and she was caught a little off-guard when she was presented with a bouquet of flowers and a rendition by the band and gathered company of Happy Birthday.

It was fitting that York had been chosen as the venue for the reunion, being the home city of Pat Farrington, National Chairman of the association and a member of York RNA.

of the launch, Lt G Merriman, ordered the launch to close with a Chinese vessel in order to take photographs, but shortly after the Chinese opened fire with small arms then her main armament.

The British ship was struck immediately, and within minutes the captain had been mortally wounded, and the coxswain and three able seamen were dead, as was an Army officer who had sailed for some familiarisation.

As another seaman tried to gain control of the launch he too was killed by a shell.

With the deck awash with blood and sagging on to the failing engines, LS Cleaver – aged 21 – assumed command.

He rigged the cumbersome emergency steering gear and ordered the course to be followed, helped two survivors put out a fire raging in the engine room, comforted a seriously-injured sailor and tried to ease the

suffering of his dying captain. Cleaver and another man cut away the mast which was hanging over the side, and in a rising wind and rough sea he nursed the stricken launch and her five survivors back to safety.

Gordon, who later pursued a career in engineering management, was awarded the British Empire Medal for his actions.

He is survived by his wife Jean.

Shipmates pay tribute to Nelson

members heard the tale of a Naval hero at their Trafalgar night Dinner - but rather than Nelson, this hero was much closer to home.

S/M Woodhouse spoke of a daring World War 2 rating who rose to the rank of lieutenant commander, rank of lieutenant commander, and as a sub-lieutenant helped form the RN Commando Division, later taking his own command in the Far East.

That man is S/M Phil Humphries, a founder member of the branch and the next

president, but it was a day of mixed emotions for S/M Phil as his wife Marie, who he met when she was a Wren during the war, had died just days before the

It was very much a family affair when **Brixham** branch celebrated their Trafalgar Night dinner and

The venue was the Berry Head Hotel, where the hoteliers - Lt Edward Bence RNR and Mrs Sarah Bence - were guests of

Among the RN officers present were the branch patron, Cdre Jon Welch, Cdr Kevin Fleming (son of branch chairman S/M Joe Fleming), Lt Kristian Hind (son of branch secretary S/M Jack Hind), Lt Cdr Robert Glenning (retd), a local dentist and Falklands veteran, and serving officer Lt Chris Newman.

WO1 Ben Carrott, a retired Gunnery Instructor, was also there.
All were dressed in full Mess

Undress uniform, helping create a nautical atmosphere.

Market Harborough branch

saw 60 members and their guests gather for a formal five-course dinner at the local golf club. This was the 25th such event held by the branch, and on this occasion Cdre Clive Johnstone

Director of the Naval Staff
 at Whitehall – was the guest of

Cdre Johnstone spoke of the current disposition of RN ships and personnel before he proposed the toast to the Immortal Memory.

The upper floor of the Maltravers Social Club was briefly

for the Littlehampton branch bash, which saw guests enjoy dinner, dancing and a bumper raffle.

Guest of honour Littlehampton harbourmaster
Lt Cdr Colin Hitchcock, who
entertained those gathered with
his interpretation of 'Lord Nelson the man brought into the 21st Century

City of Inverness branch mustered 60 members and guests for their dinner at the Waterside Hotel, where the top-table guest was Vice Admiral John McAnally, whose address ranged from current RN commitments to a hilarious take on a letter about life

in the Australian Forces.

Redruth and Camborne members were in great demand for Trafalgar celebrations, spending lunch-time with members of the Ganges Association (Cornwall Division) at the Inn for All Seasons then moving on to dinner in the Redruth RBL, where they were joined by members of the CPO and WOs Mess at Culdrose.

Shipmates from Helston, Falmouth and St Austell branches also joined the evening of chat, music, a pasty supper and Up Spirits.

A contingent from the branch, including two standard bearers, later standard annual attended the parade, service and marchpast at Madron church for Trafalgar Day.

Derby's new adopted warship HMS Ambush was well-represented at the city branch's dinner, where Cdr Mike Moreland Senior Officer), Lt Cdr Bruce Russell (Executive Officer), Lt Cdr Ian McIntyre, two other officers

and four senior rates attended. Cadets from TS Kenya formed a side party to pipe in the 171 diners

and then performed Colours. Sticking with Derby, the city's Rolls-Royce Club was the venue for the Submariners Association (Derbyshire branch) dinner and such was the popularity of the event that applications had to be turned away when the capacity of

40 was reached.
On the 30th anniversary of signing on as a Junior Radio Operator, Cdr Mark Lister returned to his native Yorkshire to join Wetherby branch for dinner.

Submariner Cdr Lister, who responsible for operational deterrent policy at Whitehall, spoke of the Royal Navy of Nelson's time as well as its current state.

Cheshunt marked the anniversary with a church service at which branch padre the Rev Jane Dicker was assisted by two shipmates.

Å Trafalgar Night mess deck fish and chip supper for 150 members and guests featured a fancy dress competition.

'Modern-day chick' S/M Pat

Oram took the ladies' prize while it was 'not tonight Josephine' for S/M JennyWiltshire as her husband Dave, dressed as Napoleon, took the men's prize.

Sea shanties until the Sunset Ceremony was the order of the day at the **Bourne** branch dinner.

The following day saw a Trafalgar Day service in the Abbey Church in Bourne – tickets for both these events are now much sought after in the town.

Chatham branch members convened at the St George Hotel in the town for their Trafalgar celebrations.

More than 100 attended, including a Naval contingent from DEODS Chattenden in Rochester, and the guest of honour was Admiral Sir Jan Garnett was Admiral Sir Ian Garnett, chairman of the Chatham Historic Dockvard Trust.

More Trafalgar Dinner reports in our January edition



• S/M Albert Poulter at the Greek war cemetery at Leros. The memorial was built to honour those shipmates from HMS Intrepid who lost their lives in Port Lakki on September 26 1943, and was the culmination of a fund-raising campaign by S/M Albert, who was a survivor of the Intrepid.

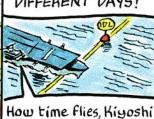
Naval Quirks



.. confusingly, for RECORDING PURPOSES, IT WAS FOUGHT ACROSS THE INTERNATIONAL DATE LINE ..



WITH THE U.S. AND JAPANESE FLEETS NOT ONLY IN DIFFERENT TIME ZONES TO EACH OTHER, BUT ALSO ON DIFFERENT DAYS!



-yesterday already!

SECOND XMAS DAY!

IF WE LIVED THERE, WE COULD JUMP ON A BOAT, CROSS THE DATE LINE AND HAVE A

In the Lymelight

STANDARD bearers from Axminster and Dorchester branches were invited to attend the dedication ceremony and service for RFA Lyme Bay at

Email request

for registration purposes.

HQ Staff

to attempt to build a list of

Association email addresses. It would be helpful if branch

secretaries with e-mail access would forward a short message to

paddy@royalnavalassoc.com

continue

Both branches are affiliated to the amphibious landing ship.

Bootle town hall was a fitting venue for the reception as it is

steeped in naval history, and

displays numerous battle ensigns flown by British warships during

At the beginning of November a

rededication ceremony was held at

Bootle cemetery for Seamen Watt

and Maguire, the two sailors from

The ceremony was opened by Martin Randall, the diversity

manager from the prison, and the service was led by Katy Canty, the

Wreaths were laid by the families, the Provost and one purchased from donations given

A guard of honour was provided by Royal Marine Cadets,

and graveside guard duties were performed by the local Sea Cadet

So came the culmination of

two years of prison partnership

work linking offenders with local

charities, the community youth, and the families of some of our brave youth that paid the ultimate

tour or a visit to a nautical

museum on the Saturday before

Although marking the 1969-

72 commission, all commissions (1952-72) are welcome.
Contact ex-LPTI Bill Melvin on bill.melvin@virgin.net, tel 01224

820603 (mob 07740 439987) for

price to ensure our freedom.

by offenders at the prison.

World War 2.

prison chaplain.

Ex-Wrens group has new name

AFTER more than two years of deliberation, the New Zealand Ex-Wrens Association has a new

It is hoped the name Royal New Zealand Naval Women's Association will encourage women currently serving to join the group while still reflecting those who served as NZ Wrens

from 1942 onwards.

By the time the Wrens amalgamated with the RNZN in 1977, 1,655 women had signed up and it is hoped many can make the 70th anniversary reunion in Auckland in 2012.

For details of the association, open to all women who served in a Commonwealth navy, contact Elizabeth Hedgley at d.hedgley@

Return trip

BOURNE branch members joined forces with the local Royal British Legion to make a second visit to the National Memorial Arboretum.

Almost everyone had been before, but wanted to return as they felt there was so much to see and

new points of interest every time. The branch has also been able to obtain a crucifix, which S/M Chalky White has restored to a state where it can now grace future meetings and events.

Chalky also presented the branch with a ship's bell.

Montrose tour

TORREVIEJA branch members were invited on board frigate HMS Montrose when she called in at Alicante in Spain on her way home from a seven-month deployment to the Gulf.

Shipmates, who were joined by other guests, were given a talk by the ship's Commanding Officer, Cdr Andy Hogben, then taken on tours of the warship by Lynx pilot

Lt Alex Coleman.
The visitors also had the chance to talk to key members of the ship's company.

Restoration project Wreaths are laid for RND unites communities

IN DECEMBER 1939 the battleship HMS Barham was torpedoed off the coast of Scotland.

The ship limped into the Liverpool docks for repairs, and while she was on Merseyside four members of her ship's company who had died during the action were buried in Bootle cemetery. Seventy years later, the secretary

of Crosby branch received a letter from Dundee, making enquiries about the graves of two of the seamen who had lived there.

So began a unique relationship between the RNA and HM Prison

After locating the graves it was discovered that they had suffered some neglect over the years, so Solm Fred Pilgrim, Community Development Manager at Altcourse, approached the director of the prison and asked for assistance with the restoration

The director provided muchneeded resources to a project to restore the graves, and a group of offenders was organised to carry out the work under the supervision

As well as cleaning the graves, the offenders laid an 18in border

Commandos, 50 years on

A GROUP of 15 veterans of 695 Squadron Royal Marines gathered at Exmouth with their partners to mark the passing of 50 years since completing their

commando training.
One highlight of the weekend was a conducted tour of the Commando Training Centre (CTCRM) at Lympstone, which was organised by WO2 Mark



• The parade marches to the graves of the HMS Barham sailors in Bootle cemetery

letter from John Letford,

the Lord Provost of Dundee,

informing them that he had traced

the families of two of the seamen,

who intended to visit the graves at

the end of October.

The Mayor of Bootle, Cllr

Paul Tweed, arranged a reception

for the Provost, the families, the

RNA and representatives from the

FORMER 'Eaglets' have been

invited to a 'nautical extravaganza' which takes place over the weekend of May 15-17 2009.

Hotel in Aberdeen, marks the last

commission of the aircraft carrier

and guests can opt for a distillery

HMS Eagle.

The event, at the Northern

'Eaglets' and wives or partners

around the graves which was filled

with white stone.
Once the work was completed a dedication ceremony took place at the graveside, attended by representatives from the prison, the RNA and the offenders that had carried out the work.

Unfortunately, despite great efforts, the relatives of the seamen could not be traced.

Over the next two years the grave site was maintained by offenders at the prison.

Crosby shipmates then received

Another was the Saturday night knees-up at the RAFA Club, where the commemoration cake and buffet were demolished in true Service fashion.
In anticipation of next year's

reunion celebrations, any ex-695 squadmates are invited to contact Rip Kirby on 01482

Memories of Lympstone

EX-ROYALS have been back to Lympstone for their annual reunion, thanks to Brig Charlie Hobson and his staff.

S/M Bernard Hallas, PRO of York RNA and RMA, said: "If it is necessary to light the fires and rekindle our pride in the Corps our weekend certainly does that.

S/M Bernard saw the speed marchers return to base on Saturday, then with 97-year-old S/M Albert, from Bradford, attended Sunday parade, at which four new standards were dedicated.

It was also a chance for veterans to march past the Commandant, Maj Gen Garry Robison.

MORE than £900 was raised for Headley Court rehabilitation centre at an event hosted by Mike and Jo Smith at the Marshland Maritime Museum near Kings Lynn – including £325 collected at the D Boats Association AGM.

Nobby the Bobby

FORMER Cyprus branch stalwart S/M Nobby Hall barely had time to greet his new colleagues before he had to prove his mettle.

Nobby, once of the Sovereign

ventures for that," he said. "My comment must be that

door switches off the lights, then we are defunct - and not before. Ceres reunion

when the last one through the

THE seventh reunion of HMS Ceres (Wetherby) 1946-58 will be held over the weekend of August 14-16 2009 at the Crown Hotel, Harrogate, North Yorkshire.

All shipmates who served at Ceres and Moorlands are welcome,

41 Glenfield Ave, Wetherby LS22 6RN, tel: 01937 581404.

and Caicos Island Police.

In his first week at work the islands were hit by Hurricane Hanna which, while a less-dangerous Category 1 storm, managed to inflict some damage by going round in a circle and blowing through for a second time.

'Nobby the Bobby' and his colleagues then had two days to clear up before the Category 4 bruiser Hurricane Ike smashed through the British Overseas Territory, damaging more than 90 per cent of buildings in some communities.

Quickly co-opted on to the emergency planning committee, Nobby was soon advising both the Governor and the Prime Minister and made the liaison officer for the US Coast Guard, who sent a flight of helicopters and a support team.

quick to assist the islands, in the shape of Type 23 frigate HMS Iron Duke and tanker RFA Wave

HMS Ganges Association members and friends have toured Western Front battlefields and war graves under the supervision

of Tony and Kathy Thipthorpe. The weekend visit used Arras as its base, and the travellers' main objective was to lay association wreaths at the RND Memorial at Beaucourt, on the Somme battlefield, and at the Menin Gate in memory of those sailors who died in the battles for Ypres, including Passchendaele.

Among the battlefields and monuments visited were those at Mons, Thiepval, Tyne Cot, Poperinghe and Vimy Ridge.

Association vice president S/M Carl Jackson laid a wreath at Beaucourt, which members were surprised to find is "a little off the

That cannot be said of the Last Post ceremony at the Menin Gate in Ypres, which draws considerable crowds every evening, year-round,

And here the association's wreath was laid by S/M Lee Fleming, with S/Ms Martin Foster and Des Kerrigan as escorts.

A visit to the Island of Ireland Peace Park rounded off a memorable and emotional visit.

Thief strikes at reunion

THE HMS Orion Association had an enjoyable annual reunion at the Royal Fleet Club - with one caveat.

Almost 50 people travelled to Plymouth – including Ron and Charlotte Cozens, who flew in from the USA – and took part in a wreath-laying ceremony at the Naval War Memorial plus a church service at HMS Drake.

The dinner on Friday and the AGM on Saturday also went well, all despite the fact that a handbag and purse had been stolen from two of the Orion party at breakfast on the Friday morning, leading to much time being taken up giving statements to a (very considerate)

Buggies will help visitors

BRERETON Royal British Legion in Staffordshire has bought three six-seat electric buggies for the National Memorial Arboretum.

Each buggy has four forwardfacing and two rear-facing seats; on one buggy the rear seat can be folded down to allow space for a wheelchair.

The buggies are named Pip, Squeak and Wilfred after the relatively common combination of the Star, Victory Medal and War Medal from the Great War, which in turn took its name from newspaper cartoon characters.

They were deemed necessary, at a cost of around £26,000, to allow all veterans and their families, including those who need help getting about, to visit every corner of the 150-acre Arboretum site.

Flying visit

FOLLOWING an invitation from Capt Jones USN, 13 members of Redruth and Camborne branch visited the Joint Maritime Facility at RAF St Mawgan.

As part of the conducted tour the party were shown around the Terminal Equipment Building (Underwater Surveillance), and they also enjoyed a barbecue at the air station.

Sunday salute

ASSOCIATION President Vice Admiral John McAnally took the salute at Maidstone branch's Sea

S/M McAnally was joined by the Mayors of Maidstone and Tonbridge, and by branch chairman S/M David Blackman and other officers and members.

£50 PRIZE PUZZLE



THE mystery submarine in our October edition (right) was HMS

She was correctly identified by Richard Horsburgh, of Farnborough, who wins £50.

This month's ship (above), which shared her name with a town in North Wales, was completed in 1960 and had a busy life, including coverage of the Cyprus evacuation, spells on patrol off Belize and in the Gulf, and was part of the Falklands

She was deliberately sunk in mid-1985.

What is the name of the ship? We have removed her pennant number from the picture.



Complete the coupon and send it to Mystery Picture, Navy News, HMS Nelson, Portsmouth PO1 3HH. Coupons giving the correct answer will go into a prize draw to establish

a winner.
Closing date for entries is January 9 2009. More than one entry can be submitted, but photocopies cannot be accepted. Do not include anything else in your envelope: no correspondence can be entered into and no entry returned.

MYSTERY PICTURE 166

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Marshland aid

and no entry returned.

The winner will be announced in our February edition. The competition is not open to *Navy News* employees or their families.



Eaglets invited to dinner

the dinner.

• S/M Nobby Hall (left) briefs US Coast Guard Rear Admiral Steve Branham (right) and his SO1 Cdr David Billberg

Stormy reception for Commissioner in the Royal Turks

Rumour unfounded

THE Kent Fleet Air Arm Association is alive and kicking, according to their president. S/M Peter George said there was a rumour abroad that the

organisation was defunct. I can assure you and your readers that we are very much alive!" said S/M George.
"We are a vibrant body who

meet once a month at venues up and down the county, fundraising." The association was due to celebrate Taranto Night as Navy

News went to press. "We are very active in the Fly Navy 100 preparations for 2009 and will be supporting it and all along with partners. Contact S/M Richard Knight, The Royal Navy were also

News and information for serving personnel



Welfare grant is doubled

THE Family Welfare Grant, designed to assist home units provide welfare support to families of Service personnel deployed on operations, is being

The key changes are:

The key changes are:

If the amount of the Family Welfare Grant is doubling, from the current £1.10 to £2.20 for each deployed person per week;

Welfare spending in advance of an operational tour can now be claimed against the anticipated income from the Family Welfare

The grant can now be claimed for all personnel who are eligible the Deployment Welfare

Package. COs or their representative are authorised to claim the grant, the chain of command determines how the payment should be made, and the scheme is designed to support activities at the home base that will enhance communication or relieve hardships caused by the deployment.

Among acceptable expenditure are internet facilities at HIVEs and community centres, extension of HIVE opening hours, provision of transport to attend briefings or meetings, and the provision of refreshments and meeting the cost of child care activities for those meetings. 2008DIN01-248 refers

Prayerline is launched

THE new Forces Prayerline is up and running in the UK.

The Prayerline is for any member of the Forces community who would like prayer for any reason, whether those in uniform or their families.

For those going through tough times, whose loved one is ill or on operations, for those seeking encouragement or just worried about the future, the Forces Prayerline may be just the support, comfort and encouragement they

Just call 0845 263 7223 (or 0800 233 3323 from Germany) to connect to a trained volunteer who will listen, provide encouragement and pray for them there and then.

The service is manned by volunteers from churches across the UK, and is open seven days a week during the day and in the evening.

totally confidential and anonymous, and it is not a counselling or advice service, although volunteers will be able to provide basic contact details for the military welfare services and chaplains of the minority faith

groups.

Prayerline is not just for those in dire straits; it's for everyday situations too, such as concerns about work, kids, mates, family, the next posting and so on.

Opening times vary: go to www. ucb.co.uk and click on 'Prayer'

It's your 2-6

NEED to get your message across to the rest of the RN? To feature in 2-6 contact Lt Cdr Gregor Birse (Fleet Media Ops), 93832 8809.





Basra contingent welcomes gifts

Iraqi desert, Royal Navy personnel have been treated to a few nice surprises – 'comfort parcels' from home.

Dozens of parcels have been received from branches of the RNA and distributed to naval personnel based

The Navy continues to play a major role in support of the 7th Armoured Brigade in Basra as part of Operation Telic.

Based in the Contingency Operating Base, work and operations are continuing in order to support the Iraq security forces and bring security and stability to Basra.

A world apart from life on board, personnel from both the Submarine and General Service - many employed out of their source branch – continue to prove their professionalism and determination in this vital ongoing mission.

On behalf of all Royal Navy personnel in the COB, Basra, CPO Ian Millar offered a big thank you to the RNA and its members for the many parcels received.

"Morale remains high, and with your continued support to our guys out here, it will remain so. Your kind gesture is very much welcomed and received. A huge thank you to you all."



Rear Admiral Wilcocks

Departing admiral will miss the camaraderie

COMRADESHIP - that is the one thing the outgoing Rear Admiral Surface Ships will miss most about life in a the Navy.

Rear Admiral Philip Wilcocks leaves the Navy as RASS after a long and distinguished

career that contained many operational highlights.

Among them were taking command of HMS Stubbington, having the role of PrincipalWarfare Officer in HMS Ambuscade during the Falklands Conflict and the Falklands Conflict, and being in command of HMS Gloucester during Operation Desert Storm in 1990, when the ship sank seven Iraqi warships and shot down a Silkworm missile heading straight for the American battleship USS

When asked what he will miss about the service, RASS was clear: "What I will miss most of all when I leave is the comradeship of being in the Navy, being in a grey hull with 300 other people."

He continued: "And that's the

thing - the sailors of the Royal Navy are fabulous, they really

are." The admiral's Service record stretches far beyond the front line, as it includes actively supporting sailors and marines through a significant contribution to Naval Service and Combined services sports.

It is here, as much as anywhere, that he will be missed.

Admiral Wilcocks is currently president of Combined Services hockey and RN and RM shooting, a vice president of Navy rugby and president of Royal Navy Field Gun.

Although he will hand over most of these duties, he will retain his Field Gun role.

There is no secret as to why he has put so much effort into these sports – it is for the sailors and marines, as the admiral readily admits.

"I'm always impressed by the young people of the Royal Navy who are always prepared to go and work in this difficult environment and put their lives on the line for their country, and that's what I think is the great

Hard work pays off for Herrick medics

(RNMS) Services been stretched in 2008 is an understatement!

of writing At the time of writing approximately 29 per cent of the RNMS have deployed to Operation Herrick or Operation Telic in the past 12 months.

When you add on top of that the medical personnel assigned to other operations, Maritime Component Command in Bahrain and of course not forgetting our boys and girls providing Role 1 and Role 2 medical care afloat, the figure actually stretches to approximately 39 per cent. From a career management

perspective the day-to-day running of the 'medical plot' continues

However, it has been the Force Generation for Op Herrick 9 that has been main effort for some

After all the hard work it is encouraging to see that all medical personnel are now safely in the Afghanistan theatre providing the first-class medical care that the Armed Forces have come to

expect.
The UK Joint Force Medical Group total 354 personnel made up of 63 Medical Squadron Personnel from Commando Logistic Regiment and 191 RN augmentees taken from 37 separate units.

additional personnel provide medical input into various elements of 3 Cdo Bde RM including 42 Cdo RM, 45 Cdo RM, 29 Cdo and UKCLFSG.

And we cannot forget to include the invaluable involvement of personnel from the RM Band Service and the Logistics Branch,



 UK Joint Force Medical Group, Navy Command Hospital Squadron, Operation Herrick 9, after the Transfer of Authority ceremony in October

who provide the critical logistical and support functions.

Although it has an extremely heavy Naval Service feel, there are also Army, RAF and civilians supporting the Medical Group.

Personnel assigned to Op Herrick will be providing a vast array of healthcare across the Afghanistan AOR, from primary healthcare in Camp Bastion to pre-hospital emergency care and secondary healthcare at the Role 2 (Enhanced)

(R2E) in Camp Bastion. RN personnel are also employed as part of the Medical Emergency Response Team, charged with flying out to collect casualties from the front line and to evacuate them back to the R2E at Camp Bastion or the multinational Role

3 at Kandahar.

Op Herrick 9 runs from October this year until April 2009, and there has been much done already to ensure the smooth recovery of RNMS personnel back to the UK on completion of the tour.

Planning is already way for future support to 3 Cdo Brigade on operations.

In addition, the RNMS will

continue to provide medical care in both operational theatres as and when required.

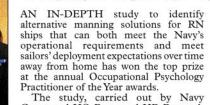
Volunteers are always welcome and should contact their respective career managers for further discussions.

The NPT(LM) CM NAHP team wishes all those deployed over the festive season a Merry Christmas and Happy New Year.

CM NAHP contacts

- M Surg Cdr Stuart Millar, SO1 OCM Med, 93832 8816
- Miss Elaine Wood, OCM Med EA, 93832 8817
- Cdr Ian Phillips, SO1 CM NAHP, 93832 8854
- Lt Cdr Al Murray, SO2 RCM NAHP, 93832 8975
- ☑ POMA Val Traynor, RCM NAHP PO, 93832 3520
 ☑ Logs Michelle Goodacre, RCM NAHP AB, 93832 8723

Rachel's efforts secure award



The study, carried out by Navy Command HQ Personnel HR Research Manager Rachel Tate, was judged to have been pivotal in the development of RN manning options; the approach will now be shared with other allied navies, placing the Navy at the leading edge of

ruture manning solutions.

Although the Navy will not be progressing the Sea Swap or Modular Manning concept, valuable lessons have been learnt from the manning trials

and these have been incorporated into the Geographical Squad Pooling and Rotational Watch Manning trials being championed by the Project Fisher team.

Additionally, Rachel's work helped the Navy to really understand the factors which underpin team ethos, identity, ownership and loyalty and elements of the research have now been taken forward into the Moral Component of Operational

Capability (MC of OC) project.
Rachel was among eight short-listed candidates in the annual competition, held by the Division of Occupational Psychology, British Psychological Society, in the Hellenic Centre, London.

The judges felt that the study helped open up an otherwise closed and tightly knit community and provided a significant insight into some of the factors that underpin team ethos, identity, ownership and loyalty. Rachel said: "I am really encouraged

by this award, which recognises the tangible benefits that my profession can deliver.

Rachel's boss, Capt Chris Allwood, said: "Although Rachel has only been working with the Royal Navy for two years, she has made a significant positive impact in the Naval Personnel Strategy Division.

"She has made a real difference, helping to move forward many positive initiatives. Her contribution has assisted Second Sea Lord immensely in bringing important human factors to the forefront of our thinking with the consequential operational benefit they bring to the



 Prizewinner Rachel Tate flanked by Captains Chris Allwood (left) and Mark Darlington

News and information for serving personnel

Charity champions to aid donor initiative

CHARITY champions, each representing a ship, squadron, unit or establishment, will be the focal points for a new Royal Navy donation from pay scheme.

The Sports, Amenities and Benevolence Scheme (SABS) is the first such scheme in the Royal Navy that encompasses all the major charitable outputs as outlined in the title.

SABS started a pilot roll-out programme in October 2007 and was formally launched by the

Second Sea Lord in March. SABS is the RN and RM's first fully-integrated Charity Payroll Giving Scheme (CPGS) and there are strong pragmatic reasons for taking this step.

Firstly, SABS will roll up previous schemes – the Voluntary Sports Subscription Scheme (VSSS) and Voluntary Donations from Pay (VDP) – for those now joining the Naval Service.

Secondly the name explicitly addresses the thorny question of 'What is in it for me?'

And finally, from a management perspective, it also allows the trustees of the Royal Navy and Royal Marines Charity (RNRMC) - who manage the scheme on behalf of the Navy Board - in the event of a catastrophic incident, to determine the priority for expending funds.

As a balance to this, a critical success factor for the new scheme will be to publicise at the end of each year exactly where the funds have been spent.

It is important to note that SABS is a donation and not a subscription-based scheme, and is predicated on a suggested contribution of £1 (gross pay) per week for all personnel.

This has been chosen in preference to the 'half-a-day'spay' model because the key audience is new recruits, and the modelling suggests that maximum income will be achieved by a minimum entry level that applies to all.

Donors may opt to give more – which more senior personnel will be encouraged to do.

After risk-analysis work, it was decided that the present VSSS and VDP schemes will continue to run for current subscribers but will not be open to new subscribers.
SABS will be marketed to new

entry personnel and to those who so far chosen not to support VSSS or VDP.

It is important to stress that SABS will not encroach on the excellent results achieved by the Sports Lottery or the Royal Marines, who support the Corps Fund by donations from pay. Professional fundraising

expertise and promotion will be undertaken by Seafarers UK as an integral part of the Charities team; the SABS manager is Mrs Julie Behan who can be contacted at julie.behan@seafarers-uk. org or on 023 9281 6508.

In order to flourish the scheme will have to become part of naval culture, which requires the support of COs and of the charity champions, ensuring support for SABS cascades down the chain of command from the Navy Board.

The Divisional system will also be crucial, as will retired personnel.

Just over 1,100 personnel have been enrolled since the scheme's inception, with a target set of 5,000 by March of next year.

Units which have not yet nominated a Champion should do so immediately, forwarding details to the Fleet Charities Officer at susie.norbury813@ mod.uk or on 93832 5247 (023 9262 5247).



A UK reservist dives into the pool for the water obstacle course

UK has plenty in reserve

HEARTS raced and lungs fought for more air as competitors pushed their bodies to the limit – crossing the finish line covered in sweat, bodies tortured, writes S/Lt Laura Harrison RNR, HMS Wildfire.

But they had survived.

The scene was repeated again and again as teams of reservists from 17 countries raced against time to finish a NATO standard obstacle course, part of the three-day Interallied Confederation of Reserve Officers Military Competition (CIOR Milcomp) that took place in Istanbul in the

The CIOR Milcomp was established in 1957 as an internationally-recognised event that tests a range of military skills such as pistol and rifle shooting, land and water obstacle courses, distance judging, grenade throwing and orienteering, and provides an opportunity to develop advanced leadership, courage and physical fitness. Besides

Besides training combat effectiveness, Milcomp also incorporates the benefits of intercultural experience and friendship amongst the reserve forces of NATO and its partners.

Current Milcomp Chair Major Ian Webster RE, involved for 17 years as UK coach, team manager, international secretary and chairman, remembered his first competition with fondness.

"It was an incredible experience and a challenge," said Maj

"It was my first contact with foreign forces, and a very steep learning curve as I watched a and navigate faster than I thought possible."

Although the Milcomp has developed over the years, Maj Webster feels it has changed little in principle – bringing allies together to test a range of military skills in a competitive and fair environment.

"The weapons and practices may have changed; courses may have been standardised, competitors may be tested on first

 A UK competitor scrambles under the wire on the land obstacle course

aid and the law of armed conflict. However, that basic principle survives," he said.

The Milcomp typically attracts about 200 competitors from close

to 20 nations.

This year's event saw 49 teams of three compete in novice, experienced, veteran, female and international categories.

Maj Webster says Milcomp is the oldest military competition of its type, and has endured because of its relevance and fairness.

The scoring of the competition

places emphasis on shooting, then navigation and finally the obstacle

The competition tests all of the key elements of fitness and military skills.

"Those who reach the top are the best," said Maj Webster, "and, for that reason, every competitor respects those who achieve victory, and aspires to match their

"If I was ever mobilised with one of my foreign allies who had competed in Milcomp, I would feel immediately confident because I would know that his or her standards of fitness and military skills were second to none.
"That confidence and trust is

Mai Andy

The UK squad took the lion's share of the medals and saw success in every event.

represented the UK in the winning

Mason



British reservists climb the obstacle course's five-metre ladder

International team.

We also came second overall, first and second in both the experienced and novice categories, first in the female category, third in the veterans, and we won the obstacle course and the orienteering competitions. Training for the

2009

competition in Sofia, Bulgaria, has

already begun in Aldershot.

If you are a member of the RNR or RMR (any rank/rate) and would like to know more about participation, contact the UK Reserve Forces Association for further information www.



Grand **SLAM** awards

A PARTNERSHIP between the MOD and Interserve has won two awards at a ceremony in London.

The project, which is delivering the Project Armada accommodation at Devonport Naval Base, took the Partners in PFI/PPP and Overall prizes at the Premises and Facilities Management (PFM) Awards

Project Armada is a £460 million 25-year contract that involves the rebuild, new build and refurbishment of 100,000 square metres of single-living accommodation for 1,553 military personnel.

It also involves a range of services such as estate management, catering and hotel services, maintenance, cleaning, laundry, reactive and planned works, car park security and childcare services.

The Interserve-MOD partnership also scored highly in health and safety, winning a RoSPA Gold Award in 2007, and in sustainability, delivering improved recycling and reuse of materials that not only reduced emissions but also cut costs by £150,000.

A.130,000.
The PFM judges said of Project Armada: "This partnership is among the best these awards have ever seen in their 15 years of operation.

"It is delivering first-class facilities for the Navy, which are well-managed and with a co-operative and pro-active approach that makes a significant difference to the Navy personnel and helps to recognise the high value this country places on its

Training takes flight

DEFENCE and support services company VT Group has signed a £160 million contract to provide initial flying training for the three Armed Forces.

The new ten-year contract, under VT Support Services, extends and expands the scope of VT's aircraft maintenance, logistics and provision of assets for flying training.

VT will deliver up to 57,000 hours of flying each year through the provision of aircraft and associated support, including instructors.

The augmented University Air Squadrons (UAS) and Elementary Flying Training (EFT) service will start from April next year.

Sustainable commitment

THE MINISTRY of Defence has taken another major step towards becoming a more sustainable department when Defence Secretary John Hutton, along with some key industry partners, signed a sustainable procurement charter.

The voluntary charter commits the MOD and its suppliers to work together to achieve sustainable development goals through educating the supply chain, developing performance measures and sharing best practice.







Where are you now?

HMS Dryad: Seeking Pauline 'Po' Davis, Wren (Radar). Stationed at Dryad and accommodated in Belfast Mess, Duchess of Kent Barracks, Portsmouth 1960-61. Married name was Edwards, returned home to the Railway Inn in the Ruabon area of Wrexham. Sought for many years by close friend and fellow Wren (Radar) Jill Hynett (married name Hind). Po, or anyone who can help, is asked to contact Jill Hind no 11752 511302 to arrange a long overdue reunion.

HMS Ark Royal: Frank is ex-US Navy 1959-63, and is looking for an Ark Royal Alumni organisation. He served aboard the USS Hancock 1960-63 and was attached to the 7th Fleet operating in the West Pacific. The Hancock and Ark Royal ported together in Subic Bay, Phillipines. This is where we made friends (three from the UK and four from the US). We visited each other's ships, went to town together and took group

from the US). We visited each other's ships, went to town together and took group photos. Frank was 17 and the other guys were about the same. As we are coming up to our 50 year anniversary it would be great to make contact. If you were one of the guys mentioned contact Frank Scannell at

guys mentioned contact Frank Scannell at contact fjs@yahoo.com
HMS Berryhead: Hugh Alan Jennings is trying to contact an old mate, Robert 'Bob' Whitlam, a CPO Electrician. One of the ships Bob served in was the Berryhead. Upon leaving the Navy he was offered a job in Brunel and was there for several years. When the job finished he returned to the UK where he lived at one time with his wife Caroline in Somerton, Somerset. If Bob reads this or anyone knows of him could they contact Alan at hagmien@yahoo.com or write to 2/9 Nina Parade, Arundel, Gold Coast, Queensland, 4214, Australia.

Arundel, Gold Coast, Queensland, 4214, Australia.

HMS Birmingham 1976-79: Looking for anyone interested in possible reunion, especially standby crew in Camell Lairds and work-up to first deployment or anyone else who just wants to meet up again. Contact Jim Scarratt at jim.scarratt@clwyd-theatr-cymru.co.uk or tel: 0776 468 7761 or write to 14 Crud-y-Gwynt, Mynydd Isa, Mold, Clwyd, CH7 6TB.

Scott Bouvier: I am trying to find Scott Bouvier, an old friend from Primary School. We are having a Chisenhale Class of 1983 Renion early next year and we would love for Scott to be there. We have managed to trace all bar five classmates and even the teachers will be attending. Scott would now be 36-37 apart from that all I know is that he is in the Royal Navy, Scott if you get to see this message or if you know Scott, please ask him to get in touch. Fingers crossed and thank you! Contact Nicole Cuthbert at nicole.cuthbert@nttworld.com or rel: 07917 862862.

HMS Churchill: Please visit our new website http://www.hmschurchill.co.uk We look forward to seeing you all at next year's major function in York on September 26. The cost of the function is £40 per person and the cost of each room is £108 double room bed and breakfast. The rooms are the recognibility of the individual to book the responsibility of the individual to book, but I can inform you that a vast majority

are reserved by Churchill on a first-come first-serve basis. I have had a tremendous response to support this function, and no doubt this will be bigger than the last. Please make cheques payable to HMS Churchill Association for £40 per person. A deposit of £10 per person is required byJanuary 20 2009. Application forms are available from WO2 Andy Broadbelt at andybroadbelt@hotmail.com or visit the website at http://www.hmschurchill.co.uk or tel: 01436 679513.

679513.

HMS Collingwood: Can anyone help me contact John Phillips Artificer (New Zealand Navy) of Maori descendants who served at HMS Collingwood in 1959-62. Had family connections with Scotland. Also if anyone remembers Wren Maureen Burrows who served at the same, I would love to hear from you. Contact Maureen 'Little Mo' Woodage at m.woodage@btinternet.com or tel: 01189 785221.

785221.

Devonport Command Field Gun Association: Annual memberships due January 1 2009. New members welcome. Also membership available to supporters. Any queries or concerns contact Paula Garnham at paula953@tiscali.co.uk or tel: 01803 322320.

S50 1964 Fisgard/1965 Caledonia Artificer Apps: Anyone Immunication S50 1964 Fisgard/1965 Caledonia Artificer Apps: Anyone knowing the whereabouts of any of the following, please let me know: Geoff Aze, Kenny Bell, Nick Burden, George Carter, Pete Coney, Stu Courtney, Paul Cutler, Dickie Daw, Pete Emery, Geoff Greenwood, George Haigh, Rob Johnson, Sam Thurbon, Scouse Wallace, Bob Wilson. Contact Clive 'Hoss' Horsley, 18 Almond Walk, Barrow-in-Furness, Cumbria, LA13 0RJ or tel: 01229 825212.

Sufficiency of the control of tel: 01229 825212.

HMS Ganges: We joined June 5, 1951 in the annex then main establishment, Collingwood Division, Class 7, 43 Mess. Dave Reynolds, Arthur Cullen and myself. The three of us rose to the dizzy heights of Instructor boys. Where are you now? Contact Mr R Fisher on 01562 741003.

HMS Hecate: I am trying to contact Cdr Gobey, who served in the Hydrographic Service and commanded HMS Hecate around 1980. I believe his first name may have been Chris. Please contact Paul Lee at paul@paullee.com or write to 32 Apley Way, Lower Cambourne, Cambridgeshire, CB23 6DE.

CB23 6DE.

Maurice Edgar Holloway: Trying to find the whereabouts of Maurice Holloway who was a Telegraphist of HM Signal School, Portsmouth. He was awarded the 'Order of the British Empire' by HM the King for an act of bravery in Malta on October 10 1934. If anyone knows him or of him please contact King Address at willow@huffpuel.feeepeng. Kim Andrews at wilcor@budroyal.freeserve. co.uk or tel: 01342 834828.

co.uk or tei: 01342 834828.

HMS Loch Fyne 1962-63: Trying to make contact with R01 Thompson, part of the 'G' Branch during this commission. Mike Sleight, Dave Skinner and Reg Ball are communicating. Please contact Mike Sleight at mike.sleight@sky.com or tel: 01685 877425.

HMS Mohawk: Alan 'Smudge' Smith is trying to contact Dave Follet who was on the Mohawk 1963-65. Contact Alan at alsmutt@gmail.com or tel: 01395 277048.

HMS Quorn: We are pretty old chaps now, but I wonder if anyone reading this was on HMS Punjabi or HMS Quorn in WW2. Would be great if us 85-plus year-olds could swap memories. I live in Ocala, Florida, and am a native of Birmingham. Contact Kenneth Tipper at ktipper@cox.net or write to 597 NE 45th Terrace, Ocala, Florida 34470, USA.

HMS Raleigh: Cunningham 04, 'Greenies' entry (January 1979). Looking for a get together next year (2009) as it will be 30 years since that cold winters day when we all strted life in the Mob. Would like to hear what you lot are up to these days. Contact Nick Mediles.

years since that cold winters day when we all stred life in the Mob. Would like to hear what you lot are up to these days. Contact Nick McCullen 'Mac' at themccullens@btinternet.com or tel: 023 8077 9812.

HMS Repulse 1941: Tommy Burns is now 89 years old and wonders whether there are any more survivors of the Repulse around? He also has some photographs of that time, which he would like to share. Contact Tommy through his brother at herbert.burns38@yahoo.co.uk or tel: 028 2766 8696.

St Brides Bay: I am trying to contact any of the National Servicemen of the 6th commission – March 1956 to August 1957. Should any other seaman branch personnel like to contact me I would also be pleased to hear from them. Contact George 'Jock' Henshilwood at Gnthenshilwood@aol.com or write to The Old Manse, 51 High Street, Olney, MK46 4EB.

HMS St Vincent, Duncan 106, March 7, 1967: Survivors of Duncan 106 who are still alive and kicking and would like to get in touch contact your old classmate, Clive Todd at cliveandkatetodd, penarth@btinternet.

com or write to 23 Grove Terr. Vale of Glamorgan, CF64 2NG. Terrace, Penarth,

Sports lottery

October 18: £5,000 – Lt N M Locke, HMS Vengeance (Stbd); £1,500 – AET1 M J Baker, Culdrose 829 NAS; £500 – Cpl C I Langley, 1AGRM Poole

Culdrose 829 NAS; £500 - Cpl C I Langley, TAGRM Poole
October 25: £5,000 - ETWE S Collett, HMS Collingwood; £1,500 - Lt Cdr A Flynn, Yeovilton 846 NAS; £500 - Lt M M G Fidler, DPA, GBAD AW.
November 1: £5,000 - LPT J Wilkins, NCC Sonthofen; £1,500 - Lt Cdr P Deeks, HMS Vanguard (Stbd); £500 - CPO D Walker, HMS Torbay
November 8: £5,000 - MEM2 S Bennett, HMS Vanguard (Port); £1,500 - Lt Cdr W E Bennett, HMS Sultan; £500 - Cdr M C Snow, RAF Northolt.
November 15: £5,000 - ETME(SM) W Norton, HMS Vengeance (P); £1,500 - Mne N C Byrne, Cdo Logs RM Chivenor; £500 - WS J P Watkins, HMS Illustrious.

Deaths

Capt T H P 'Hugh' Wilson. Wartime service in Tartar and Scylla. Commanded Jewel 1955-57, Leopard 1962-64, Commodore Hong Kong 1967-68. Member of RYS, RNSA and Royal Lymington Yacht Club. October 4. Aged 90.

Lt Cdr John Gordon Roe. Joined as a cadet from Pangbourne College to Danae 1939. Submarine service 1942-44 then jolined a cruiser. Present at the Japanese surrender under Mountbatten in 1945. Served destroyer flotilla home command; then First Lieutenant in Concord when she entered Yangtze River to support Amethyst. Admiralty Intelligence division 1951-53 and commanded Pluto and Lysander. Attached to Admiralty touring the Fleet on fact-finding missions. August 12 in Carcassone, France. Aged 88.

Lt James Edward Holder. Served 1953-86 starting his career as an Apprentice

Lt James Edward Holder, Served 1953-86 starting his career as an Apprentice at Fisgard; then Caledonia, Pembroke, Sheffield, Loch Alvie, Royal Arthur, Pembroke, Gambia, Caesar, Victory, Sultan, Minerva, BNM Libya, Cavalier, Sultan, Hampshire, Bullwark, Collingwood, Falmouth, Tamar and Centurion. September 22. Aged 72. Peter Mulvaney. Chief Radio Electrician. Served 1949-71; in Tenby 64-66 and a member of the association. October 7. Aged 79.

John Martin 'Jumbo' Smith. WO PTI. Served 33 years in Belfast, Eagle, Jamaica, Fyfe, Tiger, Aurora and Dryad. September 19. Aged 79.

John Martin 'Jumbo' Smith. WO PTI. Served 33 years in Belfast, Eagle, Jamaica, Fyfe, Tiger, Aurora and Dryad. September 19. Aged 79.
John Campbell. Leading Seaman Quarter Deck, Cox'n CS1 Barge, 1948-50. HMS Liverpool Association. August.
W Shallcross. AB Seaman. Served aboard Opportune during WW2. AB QR3 rating. HMS Opportune Association. October 6.
Gordon Cleaver. Leading Seaman. Joined St Vincent 1948. Whilst serving aboard ML 1323 as a Leading Seaman on a familiarisation patrol off the western side of Hong Kong the motor launch was attacked and seven of the 11 crew including the captain were killed and Gordon, aged 21, assumed command and with the help of Stoker Clark brought the boat back to safety and was decorated for his resourcefulness and courage. Chairman of the Hong Kong Flotilla Association. October 28. Aged 75.
Maureen Patricia Cherriman (née Waller). Hong Kong Flotilla Association. Dedalus, Lascaris and Nore. HMS Collingwood WO & SR Mess and the RNCCA. October 30. Aged 77.
Anthony Tony' Smith. AB. Served in Acteon, Ulster, Wilton, Lindesfarne, Vernon, Victory, Bermuda, Volage and Bruce. President of HMS. Actaeon Association, member of HMS Bruce Association and newsletter editor for the last 12 months. October 27. Aged 75.
Lt Stephen Walter Pakenham FAA. Served at RAF Syerston for No27 Naval

Lt Stephen Walter Pakenham FAA. Served at RAF Syerston for No27 Naval Pilots Course 1952-53 and resigned his commission late 1950s to become a priest in the Church of England. October 12. Aged

78.
Alfred Wright. AB. Served 1940-45 in Kingston, Hasty and LST 430. October 19 at Bridlington. Aged 87.
Thomas "fam" McMullan. L/Ck. Served 1962-85 in Pembroke, Heron, London, Cochrane, Neptune, Bullwark, Caledonia, Forth, Laymoor, Gannet and Gurkha. March 12. Aged 62.

Forth, Laymoor, Gannet and Guirkia. 112. Aged 62.
Jack Taylor. Air Fitter (E). Served 1945-46 onboard Unicorn and a member of the association. September. Aged 83.
Joseph 'Lofty' Molloy. Able Seaman. Served onboard Unicorn 1942-43 and a member of the association. October 2. Aged 94

84. Lt Cdr Frederick William 'Bill' Sadler. Joined 1933 as a Writer, commissioned as a Sub Lt 1950 and retired as a Lt Cdr 1962. Served in Resolution, Crane, Sparrow, Royal Oak, Vanguard, Ramillies, Opposum and Modeste; also Devonport, Portsmouth, Chatham, Lowestoft and Yeovilton with his final posting at Flying Fox (RNVR establishment). Represented the RN at cricket and soccer. November 4. Aged 94. George Woodford. AB. Served 1945-1at Ganges and Forth. Associate member of HMS Cossack Association. October 11. Aged 75.

Aged 75.
Bill Empson. Worked in A-turret onboard
Ajax at the Battle of the River Plate. Founder
member of HMS Ajax and River Plate
Veterans Association. November 6. Aged

Margo M Burns. L/Wren. Served 1942-

Margo M Burns. L/Wren. Served 1942-46 at Gannet (Eglinton). Represented her station at the Victory Parade' London 1946. October 2. Aged 92.

Raymond Bromley. Boy Seaman. Wildfire then Mohawk 1939-42 as Leading Seaman. Short spell in Jervis and Panther; took part at Matapan, Stax, Calabrai, Malta and Arctic Convoys and Norway. Joined RN Commandos, Ardentinny training; North Africa, Sicily, Monte Casino and Anzio. Formed RN Commando Association and Mohawk reunion. October 17. Aged 87.

ROYAL NAVAL ASSOCIATION

Mohawk reunion. October 17. Aged 87.

ROYAL NAVAL ASSOCIATION
Alan Stewart. Served in Vesper 1944-45;
HMS Vesper Association and Skipton and
District RNA. October 13. Aged 82.
Peter Andrew Smith DSM. Served
1933-46. Leading Telegraphist in Danae
was involved in shore operations during
Sino-Japanese Conflict. Trained as HTD
transferring to submarines 1939, serving
in ten submarines the last being the Dutch
submarine Zeehond. Took part in 39
active patrols in North Atlantic, Baltic and
Mediterranean Sea; Thrasher 1941-43;
awarded DSM. Latterly active with the RNA. active patrols in North Auantic, patrix and Mediterranean Sea; Thrasher 1941-43; awarded DSM. Latterly active with the RNA. August 4. Aged 92. Roland Cecil 'Mick' Rouse. CPO in Illustrious 1941-46. Old Clee, Grimsby RNA.

September 10. Aged 86. Edward 'Ted' Stanf

Illustrious 1941-46. Old Clee, Grimsby RNA. September 10. Aged 86.
Edward 'Ted' Stanford. 12 years RN service including WW2; majority of service spent in destroyers in Far East and Arctic Convoys. Survivor Tenuous sunk off Colombo by Japanese dive bombers. Founder member of Brixham branch. October 2.
Ray Gabb. AB. Served 1943-46 in Fareham, Asbury Park, Eastway, Victory and Dolphin. Newport (S Wales) RNA. September 7. Aged 83.
Donald Allan 'Mack' Mackenzie. AB. Served 1942-46. Last ship Speaker and past president of HMS Speaker Association also a member of Newport (S Wales) RNA. October 22. Aged 83.
William Steel 'Bill' Smith. Able Seaman. Served 1943-47. Last ship Tartar. Deputy Welfare Officer and Sea Cadet Liaison Officer Sheffield RNA. October 13. Aged 83.
Percy Lester Thomason. Served 1948-5in St George, Heron, Daedalus, Gannet, Falcon and Peregrine as part of the Fleet Air Arm. RNA Battersea, the Double Seven and founder member of Grantown on Spey RNA. October 17. Aged 78.
John Bolton. Served 1943-47 mostly

October 17. Aged 78. John Bolton. Served 1943-47 mostly

aboard Corbrae. Stourbridge and District branch. Aged 82.
Alice B Palmer. Past associate member Thurrock branch. October 8.
Frank H Darkin. AB. Served 1941-46 in Pembroke and Pellican. Thurrock branch. November 5. Aged 87.
Tommy Kelly. Ldg Stoker. Served in Royal Arthur, Raleigh, Belfast, Mull of Kintyre, Indomitable, Wrangler, HMN Salvage Craft E15 and MFV 1019. Founder member Bolton RNA. October 31. Aged 81.
Peter Ayres. Ldg/Seaman LTO. Served 1940-46 in Pembroke, Collingwood, St Vincent, Eglinton, Marlborough (Eastbourne), Tyrian and Liverpool. Bexhill-on-Sea branch. October 27. Aged 87.
T Finn. Birkenhead RNA. February.
I Major. Birkenhead Cotober.

R Major. Birkenhead. October. W McAllister. Birkenhead. March 25.

C Kennedy. Birkenhead. March. Associate Associate member,

L Kennedy. Associate member, Birkenhead. April. M Salem. Associate member, Birkenhead.

M Salem. Associate member, Birkenhead. July.
P McCann. Associate member, Birkenhead. August.
Raymond Sidney Ling. L/Sig. Served 1939-46 in various escort vessels at Dunkirk, D-Day, Russian Convoys, Atlantic and Far East; survived three sinkings. Beccles RNA. October 30. Aged 88.
Charles 'Charlie' Dawson. PO Stoker Mechanic. Served 1939-48 in North Atlantic. Matia, Russian Convoys; survivor HMS Manchester 1941 (Operation Pedestal). Wansbeck. September 29. Aged 92.
Thomas H Rees. CPO Comms. Served 1974-86 at Ganges and Coventry, Yarmouth and Mercury; a Falklands veteran. Scarborough Wireless Station. October 25. Aged 57.
Ted 'Ditchem' Slinger I /Sea Served 17.

Scarborough witeless States Aged 57, Ted 'Ditchem' Slinger, L/Sea, Served 1940-46 in Faulknor, 21 Russian convoys, Late branch PRO and committee man Perth, Western Australia RNA; also secretary Veterans Association. of Arctic Convoy Veterans Association November 6, Aged 87.

ASSOCIATION OF RN OFFICERS

Lt Cdr B R Bezance. Served: Roebuck, Theseus, Modeste, Raleigh, Ganges, Whirlwind, Scarborough, Victory and

esident.

Lt Cdr B Collins. Served: Maidstone, eawolf, Totem, Gateshead, Ariel, St Vincent

and Terror.

Cdr M Cudmore. Served: Victorious,
Goldcrest, Seahawk, Condor, Fulmar, Heron

Goldcrest, Seanawk, Condor, Fulmar, Heron and Ark Royal.

Lt Cdr A J Finch. Served: Apollo, Ulster, Myngs, Glory, Excellent, Newfoundland, Petard, St Angelo and Terror.

Lt Cdr E Harwood. Served: Raleigh, Armada, Widemouth, Woodbridge Haven, Victory and Cochrane.

Cdr F H Hughes. Served: Gannet and Curlew

Lt Cdr J R T Jarman. Served: Royal Oak, Mercury, St Angelo, Osprey and Rocchan Rear Admiral M D Kyrle Pope DL CB. Served: Saker, Royal Prince, President and

Terror:

Maj Gen Sir Jeremy Moore KCB MC
Capt P A Pinkster. Served: Gambia,
Glasgow, Hornet, Ocean, Whitby, Puncheton,
Ursa, Duncan, Osprey, Saker, Ariadne, Royal
Arthur, Harman and Nelson
S/Lt1 R T Robertson. Served: Vengeance

S/L1 RT Robertson. Served: Vengeance and Starling.

Lt E K Salmon RNVR. Served: Kingsmill Lt Cdr E Sims. Served: St Angelo, Gambia, Flowerdown, Collingwood, Llon and Bellerophon.

Rear Admiral A B Webb CB. Served: Devonshire, Nile, Howe, Stag, Excellent, President, Royal Prince, Belfast, Phoenicia, Hermes, Terror, Sultan and Drake.

Lt Cdr R H Whitfield. Served: Excellent, Daedalus, Fulmar, Albion, Collingwood, Heron, Bulwark and Centurion.

SUBMARINERS ASSOCIATION

Heron, Bulwark and Centurion.

SUBMARINERS ASSOCIATION

P W 'Bill' Butters. Sto 1(MID). Served
1942-46 in submarine Otway and X-craft.
Barrow branch. Aged 84.

R 'Bob' Farley-Hulse. PO Elec. Served
1953-74 in submarines Sleuth, Solent,
Scorcher, Sanguine, Totem, Trenchant,
Aeneas, Astute, Tacitum, Alcide, Andrew,
Otus and Rorqual. Gosport and Portsmouth
branches. Aged 75.

J R 'John' Jermy. LSM. Served 1948-51
in submarines Anchorite (twice), Aurochs,
Alaric, Amphilon and Alcide. West Scotland
branch. Aged 79.

Alaric, Arithment and Assaults
branch, Aged 79.
D T 'Derek' Leaning, AB Radar, Served
1942-45 in submarines Upright and Clyde.

1942-45 in submarines Upright and Clyde. London branch. Aged 82.
G 'George' Meadows. PO Stwd. Served 1961-79 in submarines Artemis, Excalibur, Oberon, Osiris, Churchill and Swiftsure. Barrow branch. Aged 67.
S/Lt G 'Gordon' Newman RNVR. Served 1943-45 in submarines Barbel (twice), X7 and XE11. Dorset branch. Aged 83.
C A 'Tony' Plowman. L/Sea HSD. Served 1956-61 in submarines Aeneas, Talent and Trespasser. Lelicester branch. Aged 73.
G J 'George' Price. A/PO. Served 1953-59 in submarines Alaric, Trenchant, Sea Devil and Tudor (twice). Central Lancs branch. Aged 73.
W J 'Bill' Shuttleworth. CPO RE Served.

Aged 73.

W J 'Bill' Shuttleworth. CPO RE. Served 1958-77 in submarines Scythian, Teredo, Otter and Auriga. Dolphin branch. Aged 71.

LST & LANDING CRAFT ASSOCIATION
J W F Gant. Served LCA, LCM, LCP and
with Naval Party 4121. May.
J Wraight. Served LCG(L) 680, LCTs 1240
and 1320, LCT(E) 303 and LST(Q)1. August.
R H Chester. Served LST 406. September

C L Bruce, Served LCA Flots, 506 an 552 D H Heathcote, October 7

D H Heathcote, October 7.

Ron Kelly, Served as Signalman on board LST 162 and former secretary of the LST & Landing Craft Association (North West Region). October 11. Aged 85.

W A Edwards, Served LST's 315, 3502 and 3503. October 13.

H R Coley, Served LCF 36. October 19.
F H Gill, Served LCAs and LCT 1331. October 24.

October 24.

G A Barrow. Served LCA, LCI(L) Flot. 261 and LCM. October 26.

and LCM. October 26.

ALGERINES ASSOCIATION
Fred Gregory. O/Sig. Served in Melita.
October 10. Aged 82.
John Ponter. PO/SM. Served in Orestes.
October 10. Aged 88.
Lt Arthur Baker RNVR. Served in Plucky.
November 1. Aged 98.
William Young. PO. Served in Onyx.
November Aged 92.
Sid Shuckford. AB. Served in Antares.
November 3. Aged 82.
Alf Cooksey. AB. Served in Espiegle.
November 5. Aged 81.

Reunions

DECEMBER 2008
Portsmouth Field Gun: Portsmouth
Field Gunners and Friends Christmas Social
Reunion, December 5 at the Gls Club, Whale
Island. Start at 1930 till late. Contact Pete
Ruddock 023 9229 4635 for further details.

MARCH 2009

HMS Duchess Ass March 6-8 at the Royal Hotel, Redniers. All commissions welcome. For details contact Adrian 'Sharkey' Ward at adie.ward@ ntlworld.com or tel: 01522 872998 or write to 17 Marne Gardens, Lincoln, LN1 3UQ

APRIL 2009

APRIL 2009

HMS Decoy Association: The next reunion will be held at the Holiday Inn, Pembroke Road, Portsmouth, PO1 2TA, from April 17-19. Open to all Decoy shipmates. For further details contact:Malcolm Dobson, by email: dobbo.exm@btinternet.com or tel: 01502 677395.

by email: dobbo.exm@btinternet.com or let: 01502 677395.

HMS Black Prince Association: Reunion at Daunceys Hotel, Weston Super Mare from April 24-27. Excellent programme planned, and former ship's company, associates and friends are welcome. Details from William Edge at edge.william@sky.com or tel: 0161 775 9136 or write to 8 The De Traffords, Higher Irlam, Greater Manchester, M44 6LP.

HMS Middleton (L74) Association: 25th annual reunion at the RNA Club, Leamington Spa on April 24-25. Old shipmates and friends of our Hunt-class destroyer are welcome to attend what may well be our final such gathering. If not already in touch with our association, please ask for details from Mike Alston, 6 Belmont Park Road, Maidenhead, SL6 6HT or tel: 01628 629655.

Road, Maidenhead, SL6 6HT or tel: 01628 629655.

MAY 2009

HMS Auriga, S69, Last Commission 1968-72: Reunion to be held on May 8-9 at the Comfort Hotel, 6-8 Marine Parade, Clacton on Sea, Essex, CO15 1RD, tel: 01255 422716. If you contact the hotel to make a booking, quote 'Auriga Reunion'. For more details contact Les Parfit on 01255 240425.

HMS Whitesand Bay Association: Reunion at the Royal Maritime Club, Queen Street, Portsmouth on May 12. All ex-crew members and their families are welcome. Contact Frank Stanley on 01872 540217.

HMS Eagle: Last commission 1969-72: 'Nautical Extravaganza' week-end reunion at the Northern Hotel, Aberdeen, May 15-17. Following on from our brilliant and well attended past two reunions, all 'Eaglets' plus wives, partners and guests very welcome to make this one even better. 'Meet & Greet' on the Friday followed by the choice of whisky distillery and Nautical Museum tours on Saturday, followed by a nautical dinner, dance and entertainment including Sea Cadet 'Ceremonial Sunset' and 'Up Spirits'. (All commissions 1952-72 very welcome). For details contact main organiser Bill Melvin (ex-LPTI), email bill.melvin@virgin.net mobile 07740 439987, home 01224 820603 or write to 4 Middleton Crescent, Bridge of Don, Aberdeen, AB22 8HY

HMS Saintes Association: Reunion at the Queens Hotel, Llandufon, May 15-18. All former shipmates and relatives invited. Contact Ron Miles, 38 Cypress Close, Honiton, Devon, EX14 2YW or tel: 01404 43177.

HMS Fleetwood Association: is holding its ninth annual reunion at the North Stafford

43177. HMS Fleetwood Association: is holding its ninth annual reunion at the North Stafford Hotel, Station Road, Stoke on Trent from May 17-20. All members of crews aboard during 1936 to 1959 along with their wives or partners will be made most welcome. This is the chance that Midlanders and Northerners have been waiting for, so they don't have to travel so far. Please contact Keith Rayner on 01642 281392 or Frank Allen on 0116 238 6715 for further details.

JUNE 2009 Dreadnought Association: Reunion at the Allesley Hotel in the village of Allesley near Coventry on June 6. All ex-Dreadnought's welcome, For further details see the website

welcome. For further details see the website at http://www.hmsdreadnought.co.uk/ or please contact Bruce Allan at bruce_allan@ hotmail.com or tel: 01206 322313.

HMS Liverpool Association: Reunion on June 13 at the Gls Association, Whale Island. For more information and membership details contact John Parker at jwandh@msn.com or tel: 023 9252 1222.

OCTOBER 2009
HMS Avenger, 3 Delta Mess: Reunion at the Copthorne Hotel on October 2 at 1800. For all members of both watches of the 'Ops' dept, from 1987 to 1993. Contact Phil Harwood ex LS(R) at megmolchlo@aol.com or tel: 07752 742725.

Swap drafts

AB(EW)1 Reid would like to swap from Portsmouth-based Illustrious for any Portsmouth or Fareham shore draft, or Pompey ship due to decommission. Rating is to be an AB(EW)1 and Ops. Contact: 305-WAR41@a.dii.mod.uk.

LET(ME) S J Brown. Current draft: HMS Ark Royal. Would like a swap draft to any Pompey-based type 42 or 23. If interested please call or text 07887 682 932.

LS(AWT) Elliott. Draft: HMS York (current). Would like to swap for any small ship or amphibious ship. Contact: 023 9275 6979.

POLogs(CS) Edwards would like a swap

6979.
POLogs(CS) Edwards would like a swap draft from HMS Illustrious to any Plymouth-based ship. Contact 305-poca5@a.dii.mod.

POMA D Alker. Current position: First Air Training Unit, HMS Neptune. First Ald Instructor qualification or DIIT & FA level 2 required. Will consider anything south of the border, preferably near Portsmouth area. Contact: 93255 6813 or military email to Clyde-Neptune-RNSQPOMAFirstAid Alker POMA D Alker ent position

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Navy News is available free of charge as a digital file on memory stick or email from Portsmouth Area Talking News for those with difficulty reading normal type. Contact 023 9269 0851 and leave a message with a contact number, or email patn-rec@hotmail.com. A speaker that will take a USB plug is required but this can be obtained from the Talking News, or the file can be played back through a computer.





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THE TIME OF YOUR LIVES

December 1968

THERE'S a rescue theme to our lookback this month, beginning with submarine HMS Odin (pictured, right) which saved ten souls in the Atlantic. The tanker Spyros Lemos broke in two 110 miles west of Corunna and her crew took to life rafts. One of those rafts was found by Odin after the tanker men had spent 54 hours adrift.

December 19

JUST one soul was grateful for HMS Sirius being in Gothenburg harbour. LRO George Malcolmson (30 years on he's archivist at the RN Submarine Museum...) dived into the harbour when he saw a young woman fall in. The woman, who was dumb and deaf, could not swim, but George helped her to USS Elmer Montgomery. As the Americans gave her first aid, the leading hand slipped away unnoticed, and only admitted his heroics several days later while 'ditting' with an oppo.

December 1983

SOMETIMES, it's the RN which needs saving... HMS Southampton piggy-backed home from the Gulf on a heavylift ship, Mighty Servant, after she was damaged in the Strait of Hormuz. The Saint's fo'c'sle was left with a gaping hole after she collided with the container ship Tor Bay... a vessel ironically she was meant to escort safely through the strait.



NOTICEBOARD



Ask Jack

HMS Ark Royal: Seeking a copy of the documentary about HMS Ark Royal *The Iron Village* which was believed to have been shown on BBC TV. If you can help please contact Mr K Sowden on 07857 612924.

HMS Cassandra 1960-62: Archie is looking for someone to substantiate that an old shipmate of his, Billy Bailles, was killed whilst on Icelandic Patrol. Contact Archie Miller at archie.miller1@ntlworld.com or tel: 01925 470670.

Corvettes: I would like to hear from any

OTYPETES: I would like to hear from any shipmate or association who could provide information regarding my late father John Thomas Charles from Oldham in Lancashire, now Greater Manchester, who served for most of WW2 in corvettes and on his discharge in 1945 was sent to the naval hospital near Yeovil or Plymouth. His duties on-board were mainly in what was the equivalent of radar today and I have been told by Naval Records, Portsmouth, that his records have been lost, and to re-open the search the name of any ship he served on is required. If there is someone who knew him and could verify the ships he served in could they contact Mrs Ann Dutson at brian.dutson@ btopenworld.com or tel: 023 9258 1888. 2nd MTB flotilla, Chan Chak, Hong Kong: Seeking any members (or photos) of the Motor Torpedo Boat escape party from Hong Kong on Christmas Day 1941, accompanied by a one-legged Chinese Admiral, Chan Chak KBE. The party escaped across Southerm China, through Burma to India and then home. Particularly keen to find any surviving members as we're conducting an escape re-enactment in December 2009! Corvettes: I would like to hear from any

any surviving members as we're conducting an escape re-enactment in December 2009!

Contact Russell Joyce at ruj001@yahoo. com or tel: 07970 822578. Ex-RN Rescue Craft: We have acquired what we believe to be an ex-Royal Navy

Rescue craft, this is approx 6.5m long with a Mermaid Ford 4D 200hp inboard engine with a PP piet drive. We believe this craft was in service around the 1970s and are trying to establish the age/spec and use of this type of craft. We are in the process of refurbishing this craft and are asking for

anyone's assistance who worked/used and anyolie's assistance with worked/useu and may have photos of such a craft. This craft is made from a continuous-welded aluminium hull, completely sealed weather-deck with foam filled solid D sponsons. Any help would be appreciated. Contact John Lanaghan at veloii@hotmail.co.uk or tel: 07904 546470.

Contact sheet

Ministry of Defence: 0870 607 4455,

Ministry of Defence: 0870 607 4455, www.mod.uk
Royal Navy recruitment: 0845 607 5555, www.royalnavy.mod.uk
Veteransagency.mod.uk
Medals enquiries: 0800 085 3600
RN and RM Service records: 023 9262 8779 or 023 9262 8667
Royal Naval Association: 023 9272 3823, www.royal-naval-association.co.uk
RNBT: 023 9269 0172 (general), 023 9266 0296 (grants), www.rnbt.org.uk
British Legion: 08457 725725, www.britishlegion.org.uk
Naval Familles Federation: 023 9265 4374, www.ffl.org.uk

4374, www.nff.org.uk Seafarers UK: 020 7932 0000, www.

seafarers-uk.org SSAFA Forces Help: 0845 1300 975,

www.ssafa.org.uk RN Community: www.rncom.mod.uk Royal Naval Museum: 023 9272 7562, www.royalnavalmuseum.org Fleet Air Arm Museum: 01935 840565,

NOTICEBOARD ENTRIES

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www.fleetairarm.com Royal Marines Museum: 023 9281 9385, RN Submarine Museum: 023 9252 9217,

National Maritime Museum: 020 8312

National medicini 6565, www.nmm.ac.uk Imperial War Museum: 020 7416 5320, www.iwm.org.uk

Competition

The winners of the Joint Force Harrier The winners of the Joint Force Harrie book competition are:
John Makinson, Overton, Morecambe; Duncan Weaver, Barnstaple, Devon; James Brand, Wells, Somerset; George Mortimore, Ryde, Isle of Wight; James Wilson, Alnwickhill, Edinburgh; Rod Weatherall, Langport; David King, Cowes, Isle of Wight; Stephen King, Baldock, Hertfordshire; R Bayley, Melksham, Wiltshire; Hugh Axton, Walmer, Kent.

Assignments

Admiral M Stanhope to be appointed First Sea Lord on July 21 2009.
Vice Admiral T A Soar to be promoted Admiral and appointed Commander in Chief Fleet on June 10 2009.

Rear Admiral C A Snow to assume the duties of Flag Officer Sea Training and Flag Officer Training and Recruitment on February 17.

Capt D Dutton to HMS Cumberland as Capt B J Key to HMS Illustrious as CO on nuary 7 2009.

Cdr S P Asquith to HMS Talent as CO on

www.burialatsea.co.uk email@burialatsea.co.uk

Whimbrel hopes fade

ENTHUSIASTS have been forced to put on hold plans to bring home a wartime sloop as the centrepiece of a Battle of the Atlantic memorial.

HMS Whimbrel is one of the few surviving reminders of the titanic struggle between the U-boats and Britain's seaborne lifeline in World War 2.

She is also one of a handful of survivors from the vast armada which witnessed Japan's surrender.

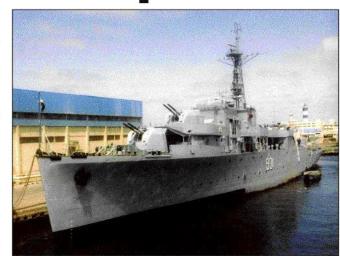
Whimbrel was sold to the Egyptians post-war and remains in Egypt six decades later, although she is no longer needed by her navy.

The HMS Whimbrel project

was set up to return the sloop which as ENS Tariq has not been too heavily altered from her wartime days - to Merseyside as a lasting memorial and museum to the men who fought the Battle

of the Atlantic.
Vice Admiral Michael
Gretton, chairman of the
Whimbrel Project, said despite
considerable fund-raising and
negotiations, the memorial team
had been unable to agree a had been unable to agree a price with the Egyptians.

"It just will not be possible to meet two conflicting needs: the Egyptians have financial and presentational expectations;



• HMS Whimbrel - pictured as ENS Tariq in Egypt in 2005 awaiting

and we sought a price for the vessel that is both achievable and which would meet the wishes of our supporters and the regulatory bodies.
"We have no alternative but

to discontinue our work on the project to acquire the vessel and bring her home," the admiral lamented.
He said as the Whimbrel still

existed, the charity set up to buy her would keep going so that if the Egyptian Government changed its mind, the ambitious

project could be resurrected.

"We would like to express our thanks to all those who have given us such enormous support in our efforts over the years," Admiral Gretton added. Visit www.hmswhimbrel.org

Unquiet Wettern front

Channel 5 documentary Warship.

minehunter HMS Chiddingfold

earned the 'small ships' Fleet Media Award for establishing "a

fine reputation for public relations

with [a] cheerful and positive

winner of the Navy News award for maximising efforts to promote

herself through our pages over the

awards to feature a media wing

of the Senior Service collecting

vast) website took top prize at the Interactive Media Awards

where judges singled out its Royal

Marines recruiting section. The Corps needed an extra

The Wetterns were not the only

The RN's impressive (and

And HMS Exeter was named

evening

Away from the

approach

past year.

TO Hollywood, the ultimate prize is an Oscar.

To those in the world of naval journalism and publicity, the ultimate prize is a 'Wettern'.

And so it was that the 'naval Oscars' – named in honour of the late Daily Telegraph journalist and champion of maritime affairs Desmond Wettern – were presented by Countess Mountbatten of Burma in the capital

Lloyd's List editor Julian Bray collected the Desmond Wettern Media Award for eight years at the helm of the shipping bible which was, said judges, "a symbol of Britain's maritime journalistic excellence"

The finest book in the maritime world these past 12 months was judged to be Tim Clayton's excellent Tars: The Men Who Made Britain Rule the Waves, which offered a unique perspective on the life of sailors from the days

Documentary maker Marshall Corwin was named winner of the Donald Gosling Award for the best television, radio or film contribution for his BBC children's programme Serious Ocean which followed a group of youngsters on an expedition to an extreme part of the world.

New to the awards this year is

an inaugural honour: the Maritime Fellowship Award, recognition for a lifetime of achievement by someone in a particular maritime sector. That sector for the inaugural award was leisure and that winner was David King, chairman of luxury yacht builder Princess Yachts.

The 'Wetterns' have traditionally been split between the journalism/ literary awards and a rather lowerkey 'Fleet Media' ceremony, the latter recognising ships or RN/ RM units which best projected a positive image of the Senior Service to the wider community.

This year, both awards were merged for an evening of celebration at the Institute of Directors in London.

Capt Steve Chick received the Desmond Wettern Fleet Award on behalf of his ship, HMS Illustrious.

Despite the trials and tribulations of a Middle East deployment this year, Lusty attracted the attention of several million viewers (and a good number of prospective recruits to the RN) thanks to the

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with a web campaign

The result was a comprehensive marketing package - web diaries (blogs), video diaries following a recruit through commando training at Lympstone, photograph, and an interactive training tool 'Get Fit To Apply' – which helped prospective Royals prepare themselves mentally and physically for the challenge of earning the coveted green beret.

Since the campaign was launched in October 2007, 19,000 people have followed the 'get fit' campaign and 10,000 have signed up to the Corps' monthly newsletter.

The bottom line is that for every £229 spent on the web campaign, one person applied to join the Corps (the average cost to recruit a green beret is £7,500, or £15,000 for officers) and the courses at Lympstone are fully subscribed.



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Reporting from the Fleet



Entries for the Deaths' column and Swap Drafts in January's Noticeboard must be received by **December 3** due to a short production cycle

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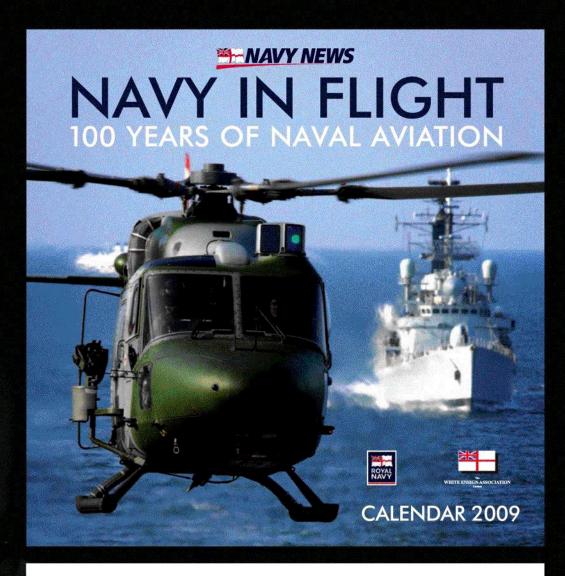
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0 NAVY NEWS, DECEMBER 2008 NEW LIFESTYLE. NEW ADVENTURES. NEW ZEALAND. NAVY



Hey everybody! Well, finally got a chance to email you all - arrived safe and sound in New Zealand 9 months ago and settled into my pad nicely in Devonport - New Zealand's Devonport being the affluent suburb across the harbour from Auckland City itself instead of the Devonport you all know.

The reason why it's taken so long to write - I arrived and took over as Navigator of HMNZS ENDEAVOUR, one of only two large replenishment tankers in the southern hemisphere, and within weeks of arriving was off to Australia for two weeks of visiting the Great Barrier Reef and Cairns. Since being back in NZ I've been exploring the North Island: visiting the Bay of Islands, skiing at Mt Ruepehu and generally having a fantastic time. That's the ethos of the RNZN - at the end of work it's down tools and head out to enjoy the lifestyle, we work to live!! During the summer (which lasted for 5 months this year) I was swimming at the beach every night as the water's fantastic. I still do as it's cooling now in winter to UK temperatures...

ENDEAVOUR is alongside for some maintenance and I am acting as XO of HMNZS RESOLUTION, our Hydrographic survey vessel. What a better way to meet more of the RNZN than join a second ship, albeit for a short time. For a young, and (until recently) single person, there's so much opportunity to experience new things in the RNZN. This year alone I'll be attending promotion courses; standing in for the Navigator of the new Multi Role Vessel HMNZS CANTERBURY, going to Malaysia as a Maritime Liaison Officer for a large exercise; and attending an Advanced Nav Course before the summer.

Anyway, must go, XO tasks beckon! If you want to have a great time too, then look at the website - www.navy.mil.nz/join-us/uk or give them a bell on 00 649 445 5071. Hope it's not too cold back home?

Vave Barr

Lieutenant, Navigator HMNZS ENDEAVOUR



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Royal New Zealand Navy

RECRUITMENT

Effective from 1st January 2008

Unit in pilgrimage to Menin Gate

CADETS from the Stevenage unit undertook a pilgrimage to Belgium during which they paid their respects at one of the most enduring commemorative ceremonials in the world.

A group of 25 cadets, eight volunteer staff and five veterans from the Royal British Legion had an early start on the coach from Stevenage, catching the ferry to

Sightseeing began during the journey out - they were only away for two days - and the first was Talbot House at Poperinghe, the legendary Toc H where soldiers could relax away from the horrors of the trenches at the Front and away from the strictures of rank.

Also on the agenda was Vancouver Corner, where the Germans first attacked using gas, in April 1915, and the site of fierce fighting by Canadian troops to plug a gap in the Allied line after French troops had been sent into retreat by the gas.

The youngsters toured Yorkshire Trench to get an idea of what the soldiers had experienced.

The trench was the front-line position dug by units of the 49th (West Riding) Division near the Yser Canal during 1915-16, and although the deeper dug-outs some going down 30ft - are prone to flooding and therefore out of bounds, a section of original trench, with fire-steps, has been preserved.

Later in the weekend the party went on to visit Langemark German cemetery and Tyne Cot, the largest Commonwealth war cemetery in the world.

In the evening the Stevenage

unit band paraded at the Menin Gate and took a leading role at the Last Post ceremony.

As the wreaths were laid the band played a number of pieces before the Last Post was sounded. Lt Margret Coates RNR, CO

of TS Andromeda, said the service

was "extremely moving" and that Sea Cadet news - pp 42-44

she was "proud of all the cadets taking part, as they were a credit to the Sea Cadet Corps."

Lt Coates continued: "After the event I was approached by numerous people who commented on the smart turn-out and fine performance of my cadets.

Both staff and cadets thoroughly enjoyed the weekend, and are already planning a return visit

The ceremony at the Menin

been held at 8pm every evening since them except for the duration of World War 2.

All traffic is stopped before the ceremony begins, and buglers from the Last Post Association sound their poignant tribute, to Commonwealth war dead and their allies, watched by a crowd which is invariably numbered in its hundreds week in, week out. www.lastpost.be



 MEMBERS of the Falkland Islands unit TS Endurance supported and participated in Remembrance ceremonies held in the Atlantic. The unit provided a standard bearer to carry the Falkland standard for SAMA 82, the South Atlantic Medal Association, at a service at the Stanley 1982 Liberation Memorial, and later provided a door guard (unarmed!) at the Cathedral for the Service of Remembrance. The cadets then marched, with members of the Armed Forces, the Falkland Islands Defence Force, veterans and members of the Royal British Legion, to another service at the Cross of Sacrifice – where the unit had a 100 per cent turn-out. Although the day was dry, the 30mph wind created problems of its own...

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SEA CADETS

Wallasey celebrate with new affiliation

WALLASEY unit has celebrated its 70th birthday – though the process of formation began even

further back.

Douglas E Bremner started a
Sea Scout unit in 1936, and it was not until two years later that a Sea Cadets unit appeared, named the Mersey unit.

In 1940 the cadets were based on HMS Irwell and were known as TS Clybane, and by 1945 it had flourished sufficiently to move to East Street in Seacombe, near the docks, taking on the name TS Lord Keyes.

In 1968 the unit affiliated with the nuclear Polaris missile submarine HMS Revenge, built on the Mersey at Cammell Laird, taking on the name TS Revenge.

There was a further move to the old library in 1973, but a more suitable base was found in the shape of St James Church Hall in New Brighton, which was rededicated in 1980 rededicated in 1980.

The 70th anniversary is being celebrated with another submarine affiliation as the unit takes the name of new Fleet boat Astute.

And with it comes a new patron, the Duchess of Cornwall, who is also the sponsor of the

The first CO of Astute, Cdr Mike Walliker, and five of his crew were among the guests of honour

Volunteers pick up awards

SEA Cadet adult volunteers were recognised for their community achievements at the national CVQO (Cadet Vocational Qualification Organisation) graduation ceremony at the Royal Military Academy, Sandhurst. They received their awards from

Admiral the LordWest of Spithead, Parliamentary Under-Secretary for Security and Chairman of the Board of Trustees, CVQO. Congratulations go to:

Congratulations go to:
S/Lt (SCC) Leila Jeffries RNR,
OiC Stroud Unit; CPO (SCC)
Donna Phillips, Stretford and
Urmston unit; CPO (SCC) Russ
Phillips, Stretford and Urmston
unit; and Lt (SCC) Chris
Read, CO Northampton unit,
who all gained a Licentiateship who all gained a Licentiateship (foundation degree equivalent) in

Youth Leadership and Training;
Lt Cdr (SCC) Steve Coles
RNR, ASO (SW), Duke of
Edinburgh Award, Lt (SCC)
Lorretta Painter RNR, SCTC
HMS Excellent, who gained a
Graduateship (bachelor's degree
equivalent) in Youth Management
and Training: and Training; Lt Cdr (SCC) Shelley Faulkner

RNR Superintendent SCTC, HMS Excellent; Lt Cdr (SCC) David Lewis RNR, District Officer for South East London; Lt Cdr (SCC) Jonathan Vanns RNR, HQSO Ceremonial; and Lt (SCC) Michelle Welsh RNR, CO Nottingham unit, who gained a City & Guilds Membership (master's degree equivalent) in rategic Youth Management through CVQO.

Wreath laid on admiral's tomb

LONDON Navy Board Cadet POC James Thompson laid a wreath for the Sea Cadet Corps at the tomb of Nelson beneath St Paul's Cathedral on Trafalgar Day.

The ceremony, which also saw wreaths laid on behalf of the Royal Navy and the RNA, is normally a small-scale event for devotees but this year saw almost 80 guests attending as it is the 250th anniversary of Nelson's birth.



Corps honours Nelson's glory

SEA Cadets from across the UK braved atrocious conditions to parade in London in honour of Nelson's

The traditional parade and commemorative service at the foot of Nelson's Column saw 400 youngsters mark the occasion with Marine Cadet drill and a parade of platoons of Sea and Marine Cadets from the Mall to Trafalgar Square, accompanied by the 80-strong Corps marching band.

For more than 100 years cadets have marked the anniversary of the Battle of Trafalgar, taking the opportunity to demonstrate their skills and talent.



RN VIP is guest of air cadet squadron

THERE was a special treat for the cadets of 13 (City of Exeter) Squadron Air Training Corps when they gathered for their

annual meal and prizegiving.

For their VIP guest was the deputy head of the Royal Navy.

This year's event was of particular significance as it marked the 70th anniversary of the unit's formation on November 1 1938 – the first school unit in the country of the newly formed Air Defence

Cadet Corps.

It later became one of the 50 founder units of the Air Training Corps in February 1941.

More than 100 ex- and current cadets, staff, parents and friends attended the event, including CINCFLEET Admiral Sir Mark Stanhope.

Admiral Stanhope, the parent of a former 13 Squadron cadet, spoke after dinner and presented Duke of Edinburgh Awards and annual prizes.

13 Squadron's Deputy CO, Flying Officer Chris Power said. "Admiral Stanhope has been a keen supporter of 13 Squadron since his daughter was a member between 1997 and 2000.

"This originally led to our official affiliation with the aircraft carrier HMS Illustrious, which he commanded at the time, and he was also the guest of honour at our open night during this period.

"Even after his daughter left us to go to university he has continued to take an interest in the Squadron, which culminated in his return for our 70th anniversary celebration.'

Sea change at top of Norwich



Capt Bob Moland celebrates

THERE has been something of a sea change at the Norwich unit over the past couple of months, with key figures retiring or moving to pastures

Capt Bob Moland retired as unit president at the AGM in July.

Bob has been a member of the Unit Management Committee (UMC) since 1985 and was the driving force behind the committee set up to find the funds to purchase the unit's current HQ ship.

The new president is Simon Macfarlane, who is already taking an active part in events.

The unit also said goodbye to former UMC vice chairman Roy Durrant, who also stood down at the AGM in order to concentrate on his other love, the RSPCA.

guests of the unit at a dinner in Norwich, a date which was also Capt Moland's birthday.

Also standing down is unit CO Lt (SCC) Alan Blackburn RNR, who has taken on the role of Assistant District Officer for East Anglia.

Lt Blackburn has led the unit since October 1999, guiding Lord Nelson through many tough times to become the successful and thriving unit it is today, culminating with the commissioning of the new unit headquarters in 2007.

The new Officer in Charge is Lt (SCC) Mark Janner-Burgess RNR, who took over at a ceremony attended by parents and supporters on board the HQ ship. The new First Lt is S/Lt (SCC)

Sally Spinks RNR. Both Mark and Sally were cadets under Lt Blackburn

Five-star performance

FIVE cadets aged over 16 at Northampton unit have passed their advancement board to Leading Cadet and PO Cadet.

As part of the advancement board candidates must demonstrate their

As part of the advancement board candidates must demonstrate their skills in leadership and teamwork, including ceremonial training.

Assessed by experienced Corps officers, candidates have to achieve high standards all round, but can then pass on their skills to younger cadets



Dunbar cadets parade through the town

Golden sunshine

DUNBAR lived up to its reputation as 'sunny Dunny', providing the perfect day for the **Dunbar** unit to celebrate their golden jubilee.

The sun shone brightly as the cadets of TS Valiant marched

down the High Street, led by a Sea Cadet band, to the parish church.

Cdt Danielle Bruce and JCdt Callum Rylance gave the readings, and there followed a short Sea Cadet film and a presentation on the past and present of the unit.

Officer-in-charge Michael Kaszuba gave an account of his time with the unit, from the time he joined as a 12-year-old, through his Naval career to his return and taking command in 2007.

A collection was taken for the RNLI, who have been very supportive of the unit.

The parade then returned to the unit's HQ for a buffet prepared by PO Darren Clarke, of Musselburgh unit.

There was a special moment when Lord Lieutenant Sir Gareth Morrison presented Callum Rylance with the Jim Rylance Cadet of the Year trophy – a fitting tribute as Callum is the grandson of the late Jim Rylance, a past Commanding Officer of the unit.

Prizes – and a donation

ONE of the unsung heroes of the Corps took a step into the limelight when awards and presentations were made at the Ruislip unit AGM.

Unit honorary president Capt Dick Strange presented Lesley Tripp with a Good Service Certificate for her efforts over the past ten years including opening the building twice a week come rain, come shine, organising refreshments for cadets and staff during stand-easies, helping with transport and being the

first-aid expert.

The CO's Cup was won by AC Andrew Johnson, the cup for attitude and bearing by AC Kayleigh Hodges, and the Admiral Foster Cup by AC

Kelham Speers. Marine Cadet of the Year was MC2 Jamie Wilson, while Cadets of the Year were Cadet Coral Budd (Junior) and LC Ruth Silvester (senior), who has just been promoted to PO Cadet.

Jim Budgen, a member of staff at TS Pelican for 49 years - including a spell as CO – presented the unit with a cheque for £512 on behalf of RNA Hillingdon branch, raised at a family fun day in August, an event in which Ruislip unit cadets also participated.

Officer-in-Charge James Parkinson said: "We were delighted to receive the donation from the RNA.

"Little did we realise when we took part in their summer bank holiday fun day that we were going to be the beneficiaries and we warmly thank the RNA for their generosity."



• Capt Dick Strange presents the cup for attitude and bearing to AC Kayleigh Hodges





LC Richard Hitchens

Lochaber take a lead at civic ceremony

Richard picks up prestigious certificate

DONCASTER unit's Richard Hitchens has been selected as one of the Lord Lieutenant's Cadets for South Yorkshire.

Richard joined the Sea Cadets at the age of ten as a Junior, and the leading cadet recently took his Petty Officer Cadet Advancement

Keen to be on the water, Richard has represented TS Lightning at the District power boating competition each year, winning on two occasions and going on to compete against 60 other units at Area level.

He is also a good dinghy sailor, and is competing at Area level in the sailing competition this year.

Richard and his RAF and Army counterparts, Cdt Flt Sgt Joshua Bradley and Band Sgt Maj Cassandra Mather, received their certificates of office from the Lord Lieutenant, David Moody, at a ceremony at Scarborough Barracks in Doncaster.

Frigate CO is special guest

THE Commanding Officer of HMS Somerset has paid a visit to

Glastonbury and Street unit.
Cdr Rob Wilson, accompanied
by Lt Kate Muir and CPO Jamie Neill, inspected the cadets, toured the unit and spoke of his frigate's recent deployment to the Mediterranean.

Before evening colours Cdr Wilson presented the Westlake Cup to Cadet of the Year Ryan Jeffries, enrolled two new entries and listened to them saying the



IT IS not every day that a Sea Cadet unit gets asked to take a leading role in an historic civic ceremony, but that is what happened to Lochaber unit.

Cadets were invited to take a lead in the celebrations when the Burgh Coat of Arms was reinstated to Fort William.

The ceremony marked the Lord Lyon King of Arms in Scotland granting Burgh Coat of Arms to Fort William Community Council (FWCC) for safekeeping on behalf of the townspeople.

The investiture took place on the former parade ground of the original Fort William. Dating back to the 14th Century, the Lord

Lyon is the only person authorized by the Crown to grant coats of arms in Scotland, and it was Charles Burnett, Ross Herald of Arms, who presented a vellum parchment depicting the town's new device.

The Lochaber cadets led the procession

of youth organisations and participants, while the new coat of arms on a flag was raised for the first time by a Sea Cadet.

AC Rebecca Hickman, who lives in Fort William, was given the honour of hoisting the flag and she said: "During my experience at the Coat of Arms Ceremony I felt very nervous because I was terrified in case I dropped the flag.

"It was a great honour to be asked to raise the flag for the first time.

"Everything went very smoothly. After the ceremony had finished I felt so proud and really happy that I had taken part in it, not just as an ordinary person but as a Sea Cadet, which made it even more special for me."

An extra honour given to the unit was to parade the Ross Herald's personal banner, a

task which fell to AC Shannon Feggans.

Mr Burnett said: "The whole event went really well, and it was a delight to be in Fort

William with everyone on their special day.
"I'd like to say a special thank you to
Shannon, who did a tremendous job of looking after my flag in what were at times, quite breezy conditions!"

Tricia Jordan, chairman of FWCC, said: "The Sea Cadets were asked to take a leading role in the ceremony, as a body which has a high profile in the town and could represent

the youth organisations of the area.
"They were a credit to the Senior Service, their officer and their home town, and we appreciate and thank them for their exemplary conduct throughout – and they were great!'

 AC Shannon Feggans marches in front of Ross Herald of Arms, Charles Burnett,



PO Chloé White

Hard work pays off as Chloé is promoted

HARD work has paid off for an adult instructor at Marlow unit.

The promotion of Chloé White (20) to Petty Officer marked the end of an 18-month period in which time she has completed courses in child protection, lesson delivery and first aid.
PO White took on additional

responsibilities, not least becoming Unit Training Officer, responsible for organising a challenging programme for the cadets.

She has also helped organise training courses with other units from around the county, including a fieldwork and shooting weekend with cadets from Milton Keynes.

Marlow CO S/Lt Nick Jones said: "Chloé's contribution to the unit has been invaluable over the past two years, serving through a change in command and resulting staff shortages.

'This promotion is thoroughly deserved and I am sure that Chloé will continue to build her skills and knowledge into the future."

The unit is currently recruiting new instructors. No prior experience of the Services or cadet forces is required, and full training is available.

Contact Nick Jones on 07952 922836 or by email at marlowscc@googlemail.com

CCFs visit Collingwood

GROUPS from Maidstone Grammar School CCF and St Dunstan's College CCF visited HMS Collingwood to allow them the opportunity to see how the Royal Navy operates.

Two staff officers accompanied the 19 Maidstone cadets to Hampshire where they spent the night on HMS Bristol before heading to the training establishment in Fareham.

While on the base, the youngsters had a good look at the bridge simulator, Weapon Engineering Principles training unit and the Mercury Fleet Comms simulator.

The 15 youngsters from St Dunstan's followed a similar programme, with time at the end to demonstrate their practical leadership skills to their four staff

Certified valuable Looking back – and ahead

THE Severn Marine Society branch organised a visit to Belgium for the 90th anniversary of the end of World War 1.

Cadets visited a number of memorials and met up with Natalie Cassidy - Sonia in EastEnders - who was at Tyne Cot cemetery making a Remembrance documentary for the BBC (in which the visitors took part).

At the Menin Gate in Ypres, in front of some 250 people, the touring party paraded behind a 60-strong pipe and drum band where wreaths were laid for the

Marine Society and the Severn District Sea Cadet Corps.

Looking ahead, on July 25 the Severn Marine Society branch is arranging the military and civilian services display and youth pageant to mark the 65th anniversary of

There will be a parade of colours and standards as well as a service of remembrance and ceremonial evening colours. The Mayor of Arromanches has

also agreed to attend.

Details are available from bulldog.smith@btinternet.com

UNIT stalwarts from Slough and Windsor have been rewarded for their efforts with Lord Lieutenant's

Beverley Ridout was a former Slough cadet in the 1970s, and is now unit administration officer at TS Lion having rejoined the unit as a member of the Parents and Friends Association in 1982.

She helps at Easter and summer camps, as well as other unit events, despite living more than 20 miles

Lt (SCC) Peter Knibbs RNR (retd) first joined TS Windsor Castle in 1944 as a cadet, joining the Senior Service in 1947 and serving with distinction

On leaving the Navy in 1964 he rejoined Windsor unit as a CPO, leading and instructing cadets until retirement in 1990, when he joined the unit management committee.

Both received their certificates from the Lord Lieutenant of Berkshire, Mary Bayliss.

Northampton are taken OnBoard



broken new ground by gaining recognition as an OnBoard training centre.

The OnBoard scheme has been developed by the RYA as a programme to help introduce

sailing and windsurfing as sports for young people regardless of need and ability. Northampton, based on the River Nene, is the first Sea

Cadet unit to gain such status.
CO Lt (SCC) Chris Read,
who is also RYA Principal at
the unit, said: "Sailing and windsurfing is the mainstay of the waterborne activities we

 Northampton unit will be teaching youngsters how to enjoy the thrills - and spills (left) of sailing and windsurfing

offer our young people.

"We have trained cadets within the organisation to a high standard and we want to help young people to progress into the sport in a fun and safe way.

"Our location offers a safe and easily-accessed way to sail and learn the ropes before joining a sailing club or pursuing sailing as a sport."

The news coincided with a Northamptonshire Community Foundation grant to the unit to help buy sailing equipment. Plans include the purchase of

six Laser Bug dinghies, a Laser

Vago dinghy and a safety boat.

Off the water, four
Northampton five-a-side
teams won their respective
competitions at county level, qualifying to represent the county at regional finals.

SEA CADETS

Singular honour for Trinity twosome

EMMA Bascombe and Alex Turner, of Trinity School CCF RN section, lifted the silver Seamanship cup from Capt Colin Welbourne at the National Combined Cadet Force Regatta held at Whale Island, Portsmouth.

enthusiasm determination of the petty officers caught the eye of the judges in the Bosun dinghy class, which saw the pair take the trophy for the best display of seamanship qualities.

Alex said: "I have been competing at this National CCF Regatta for three years.

"Each summer since we joined CCF, Emma and I attend the CCF RN dinghy sailing course at HMS Raleigh to improve our skills, but I never dreamt that we would win the Seamanship trophy

this year.

"We were really surprised but also very happy when Trinity School was announced as the winning team."

And the man responsible for the existence of the school's CCF has

also been rewarded.

Lt Col Ray Elliott has been awarded the CCF medal for 12 years' service.

The former Royal Marine became a teacher, and started the CCF with an Army section in 1996, the RN section being added later.

Col Elliott led the contingent until April this year, and has handed over a flourishing group of 80 Army and 40 Navy cadets.

Seconds count at swimming

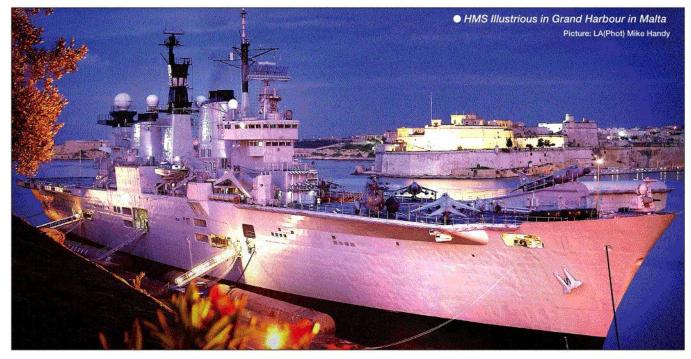
IT WAS a close thing for cadets from Burnley, Pendle and Rossendale unit at the North East England District swimming competition in Oldham.

The team from TS Forward gained overall places of second in the Under-16s and second in the Junior Boys (10-12 years).

AC Josh Hinton (13) swam four races in the Under-16s, winning the freestyle, taking second places in the butterfly and individual medley, and a third place in the backstroke. Cadets Daniel Hudson and

Toni Thorne competed in the breast stroke and freestyle, and Junior Cadets Alex Ash and Nicholas Mensforth both gained second places in their freestyle

The team were presented with certificates of achievement by unit CO S/Lt Liz Jubb.



Malta GC affiliates with HMS Illustrious

MALTA GC unit has created a formal link with a ship whose name resounds through the history of the island.

Aircraft carrier HMS Illustrious has added the Sea Cadet group to her list of affiliates.

This prestigious honour was announced during the unit's annual RN Inspection, by the inspecting Area Officer (Eastern) responsible for the Malta GC unit, Cdr Clive Smith, to the delight of the many people present to watch the Sea and Marine Cadets of TS

St Paul on parade.
Unit CO Lt (SCC) Jonathan

Zahra Davis RNR said: "It is with great pleasure that now our unit is officially affiliated with HMS Illustrious.

"We are fortunate to be affiliated with the ship that we sought, since not only is the name revered in the Royal Navy as a champion of so many Battle Honours, but the

so many Battle Honours, but the name is also synonymous with Malta GC.

"We are proud that Illustrious bears Malta Convoy as one from her ten Battle Honours."

On every Sunday closest to January 10, the Malta GC unit will lay a wreath at the War Memorial to mark the occasion

when, on Thursday January 10 1941, the fourth ship to bear the name entered Malta after suffering much damage to her when escorting a convoy for the

beleaguered island fortress.

And every October 7 it is planned that the unit will hold Vox Non Incerta Night to honour the carrier Illustrious with a dinner.

This year, on November 11, the training ship's wardroom held their first celebration of Taranto Night. Members of 815 Naval Air Squadron were guests of honour

in Malta for the mess dinner that commemorates the famous raid by carrier-borne Fairey Swordfish torpedo bombers that flew from HM ships Illustrious

and Eagle.

It is planned that whenever possible, Maltese cadets will join her and take passage when she next calls in at Malta.

"I am certain that nothing in their lives would ever compare with entering Grand Harbour on Illustrious," added the Commanding Officer.

Solid-gold debut for Stockport first-aiders

FOUR Stockport Marine Cadets were the first from a Sea Cadet unit to enter the National Inter-Service First Aid competition, staged at Sandhurst Military Academy. MC1

Matthew and MC2s Spike Fone, James Marsland and Adam McMillan, all representing TS Hawkins, were invited to attend after coming runners-up against air, army and CCF cadets at the North-West Area Inter-Cadet Force competition at Altcar Training

Camp in the spring.

The lads were gold medallists in their class, notching up 244 points against teams from the CCF in a competition attended by members of the St John Ambulance Brigade, Army Cadets, Air Cadets and other young adults.
The top score of the day was

276 points, achieved by a St John Ambulance team.

As a result of their success, the cadets have been invited to the prestigious Lord Mayor of London Young Prior Competition early this month – the pinnacle of the first aid competition calendar.

Their instructor, Sgt (SCC) Bill Felstead, said: "The lads did extremely well.

"To win gold medals in their first national competition is exceptional."

S/Lt (SCC) Debbie Goodleff, CO of the Stockport unit, said: 'We are very proud of the cadets and staff.

"They worked extremely hard and it is a fantastic achievement.

Honour for Astrid

WINDSOR unit cadet POC Astrid Crawley has been chosen as one of the Lord Lieutenant's Cadets for the county of Berkshire.



 Brian Joy, registrar of the HMS Tiger Association, visited Leicester unit to help cement links between the two. Following a tour of the unit he met staff and cadets, and presented unit First Lieutenant CPO (SCC) Kim Marshal-Nichols with a print of the light cruiser HMS Tiger and a bottle of Pusser's Rum (which was quickly stashed away). The association, which sponsors the unit's website, has 250 members worldwide. Leicester Sea Cadets took the name TS Tiger in 1955, and the print of 'their' ship will now take pride of place at HQ

New ship ahead of schedule

AROUND a year into the building process and the Sea Cadet Corps' new ship TS Jack Petchey is ahead of schedule.

The training vessel's hull has been completed and was broken out of the mould at the end of

Internal tanks, engine beds and watertight bulkheads are fitted and ready for the delivery of the main machinery, which was expected as Navy News went to

The mould will be kept at the Bridgend Boat Company's yard in case of follow-on orders.

Wood fabrication of the forward cadets mess, galley/ pantry and aft deckhouse sections is completed and starting to be sheathed in glass-reinforced plastic (GRP), ahead of being lifted on to the main hull next month.

Meanwhile, construction has started on the wheelhouse, bilge keels and shaft bossings - the fairings supporting the shafts between propeller and hull.



Raft craft to the fore

A PARTY of cadets, friends and staff of the Ellesmere Port unit put some of their skills into practice during an adventure camp across the Channel.

The group from TS Forward, accompanied by two Royal Navy ratings on leave, travelled to Ardres near Calais in Northern France.

 Cadets from Ellesmere Port get to grips with the finer points of raft-building

Under the command of CO Lt Cdr Toni Cioma, the party took part in various activities, including sailing, kayaking, bodyboarding, dragon boat racing, highwire and – much to the chagrin of their seamanship instructor – raft building. Away from the water there

were also visits to a war museum, a chocolate factory, the World War 1 Étaples military cemetery - and, of course, a shopping mall.

 London Sea Cadets took part in the flag-raising ceremony to mark the capital becoming the host nation for the 2012 Olympic and Paralympic Games. The ceremony, outside City Hall, saw prominent olympians and paralympians past and present (and possibly future) gather alongside Mayor of London Boris Johnson and other politicians and dignitaries. The cadets and other youth groups looked on as Mayor Johnson said the flags signal the commitment and dedication to ensuring the London Games will be sporting feast for everyone."

Pictures: Alex Lloyd Photography



Leaders, senior and junior

OR more than two centuries the RN has rather lived in the shadow of Nelson and his achievements.

The admiral was, of course, one cog (and a rather important one at that) in the huge, well-oiled machine which was the Georgian

But his victories at the Nile, Copenhagen and Trafalgar not merely eclipsed his contemporaries – his 'band of brothers' – but pretty much every other British naval leader before or after.

The highly-respected maritime historian Prof Andrew Lambert has already produced an admirable biography of Nelson, but now turns his attention to 11 naval leaders from Elizabethan times to the modern era.

These men were "not necessarily the best admirals in history", says the author in Admirals: The Naval Commanders Who Made Britain Great (John Murray, £20 ISBN 978-0-571-23156-0), but each one helped shape a navy which would be viewed as the pre-eminent maritime force in the world.

The achievements of most within this volume – Blake, Anson, Hood and Parker, for example rather beyond the limited naval knowledge of this reviewer, but three 20th-Century leaders do stand out: Fisher, Beatty and Cunningham.

John 'Jacky' Fisher most definitely did not possess the Nelson touch. He was no leader in battle. As a warrior, he detested war and did everything in his power to deter it.

Fisher's skill was as an organiser and innovator. He embraced technology and changed the face of navies around the world

with HMS Dreadnought.
As radical leaders tend to be, he was a controversial figure. He was, believes Lambert, "in the main right, his enemies wrong. Fisher transformed the nature of naval power and the

He hoped that by dragging the Victorian Navy kicking and screaming into the 20th Century that it would deter war. Unfortunately, the navies of the world were stimulated rather than discouraged by the Fisher revolution: the

dreadnought 'race' began.
Fisher was a "unique genius", but he was also exacting, rarely forgave shortcomings in his staff and was paranoically suspicious of anyone who stood in his way.

Jacky Fisher better prepared the Senior Service for its first global war in a century than any man, but it was the unlikely figure of John Jellicoe who was hailed as the 'new Nelson'

In reality, his youthful deputy David Beatty possessed more of Nelson's flair - and is the

more interesting character.

Beatty was, believes Lambert, "the first modern admiral" – an officer who owed his

advancement to luck, patronage, publicity, money. He was hailed as a fighting admiral yet "his victories only existed in the pages of wartime newspapers"

Post-war his actions at Jutland helped to split the officer corps as the battle was re-fought by -Beatty and pro-Jellicoe-ites.

David Beatty was no second Nelson, either as a leader in battle or as a 'people person'.

He was, the author points out, "not a nice

man - along with his talents and his charisma came an overbearing arrogance and 'some elements of a bounder'

And he is defined, arguably, by one glib remark on the bridge of HMS Lion on May 31 1916 – "There seems to be something wrong with our bloody ships, today" – and the destruction of his beloved battle-cruisers that same afternoon.

Yet there is also much to admire about Beatty, Prof Lambert explains. "He lived for his career and his country; he died young, worn out by hard work [and] mental anguish."

Beatty's Despite reputation as a 'fighting admiral', the author argues that his achievements behind a desk as First Sea Lord in the turbulent post-WW1 world were

far more lasting.

Beatty fought tirelessly for a strong Fleet, tried to rally a weary public behind the need for a powerful Navy, warned repeatedly of the threat from Japan (largely unheeded), fought off some swingeing cuts (but not others) and struggled (in vain) to preserve an independent naval air arm.

In short, without Beatty at the helm, the Senior Service would have been a far weaker force a generation later when it

respectively. The second states when it faced war once more.

It was a Navy Andrew Browne Cunningham – 'ABC' – would eventually inherit as First Sea Lord.

Cunningham (pictured, right) most definitely was a 'fighting admiral'.

And more than any man be picked. And more than any man, he picked up the Nelsonian torch. He was, the author writes, "the finest fighting seaman of the war and a master of command".

Montgomery
may be seen by
many Britons as our leading
commander of the World War 2, not Harris, not Alexander, not Ramsay nor Cunningham. But at the time, the latter was a "household name in Britain, the

Empire and the world".

More than anything, he was the right man in the right place at the right time: the Mediterranean theatre and his victories - Taranto and Matapan - outshine his defeats (Crete, the loss

of Ark Royal and Barham, the Italian frogman

raid on Alexandria).

Above all, Cunningham exerted a moral ascendancy over the Italian Fleet from the outset. It remained in the shadow of the Royal Navy for the duration of the war.

Lambert is fulsome in his praise of ABC. "He was magnificent in victory, unbreakable in defeat." He stood up to his political masters, shed tears at the loss of ships he had ordered into battle at Crete. Throughout he demonstrated "true greatness".

This is a fine anthology with astute pen portraits of these leaders. The author is as quick to praise as he is to criticise – it is all too easy for biographers to destroy reputations.

All the admirals featured made mistakes,

possessed flaws of character, yet all in some

way left their mark on the Royal Navy. None, however, believes the None, however, believes the author, "equalled Nelson – his sublime genius, the ultimate expression of naval command, looms over them.'

FOR all the professionalism, insight and flashes of genius displayed by the protagonists in Andrew Lambert's book, the Royal Navy came through its greatest test thanks to a largely inexperienced corps of officers and ratings.

It is the former, the temporary naval officers who were the backbone of a service which mushroomed sevenfold during World War 2, who are the focus of Brian Lavery's In Which They Served: The Royal Navy Officer Experience in the Second World War (Conway, £20 ISBN 978-1-84486-070-8).

Brian Lavery is a rare breed among naval historians: he understands ships and sailors (many authors favour one or the other).

This is very much a social history of the wartime navy - the experience o war, joining up, of training, public perception feature as heavily anti-submarine tactics or the art of amphibious warfare.

And how perceptions of the Navy have changed in the six decades since 1939-45.
The monitors of the Mass

Observation movement found that the public held the RN in higher regard than its sister

It was the public image of the Navy which drew many of these temporary officers into the Senior Service - men who, "perhaps two years ago were bank clerks, shop assistants, motor mechanics'

Cinema played a vital role, too. Alongside the potboilers and B movies, major features such as *In Which We Serve* proved a massive stimulus - and presented a reasonably accurate portrayal of life at sea in WW2.

The average sailor loves to see patriotic stuff on the screen, although he might grumble like blazes when with his mates," one seaman observed of Noël Coward's film. Not a lot has changed..

Drawn in by movies, by the aura of prestige and respect which surrounded the RN, the volunteer officers found themselves first immersed in the world of the lower decks for ten weeks learning the basics of

They were a mixed bunch, as future Oscar winner Alec Guinness found: "butcher's assistants, a housepainter, a maker of pianos, a couple of schoolmasters, an aggressive, foul-mouthed Post Office clerk, a Scottish laird." They shared a few common interests: beer, the opposite sex, football (again little has changed) and nearly all, the actor observed, "wished to be taken for old salts within days of joining up".

The author has done
an excellent job of

weaving together a THEY SERVED large number of published and unpublished accounts, plus official reports and documents, to paint a comprehensive picture of the gamut of experiences of the officer corps by numerous cartoons and aided diagrams, charts.

It was as diverse an officer cadre as you are ever likely to see in the RN - even today when attitudes to class and breeding are much more liberal than they were in the 40s.

Yet there is that golden thread which links the wartime officer with his modern counterparts.

The temporary officers were advised to strike a balance between popularity and authority, to set an example, to encourage the best from their men without showing favouritism, to instil discipline without being unduly

Most would serve either in escorts (famously depicted in The Cruel Sea) or in landing craft, the two areas which "made the greatest contribution to winning the war"

The needs of the hour meant that training was improvised and, in some cases, hurried. Yet the men rose to the occasion.

By the war's end in 1945, the Royal Navy was a "highly-effective force" and its thousands of temporary officers had a "direct effect on winning the war."

Life begins at (Room)

ADMIRAL Sir Reginald Hall (1870-1943) is one of the key figures in both the history of the Royal Navy and British intelligence in the early 20th Century, writes Prof Eric Grove of the University of Salford.

Son of the first Head of the Naval Intelligence Division created in 1887, 'Blinker' Hall (so called because of an ailment that caused his eyes to blink more frequently than normal) took over his father's old appointment in October 1914, his fragile health as well as his acute brain advising transfer from fleet duty - command of the battle cruiser Queen Mary which later blew up at Jutland. In more ways than one therefore moving ashore to the Admiralty probably saved

Hall's life.

He inherited a department, now a division of the Naval War Staff, that was already gaining the benefits of a pioneer cryptanalysis organisation that occupied Room

40 in the Admiralty.

This was not at first directly controlled by Hall but by prewar Director of Naval Education Sir Alfred Ewing who only faded from the scene in 1916-17 when he moved north to be principal of Edinburgh University, giving Hall control both of this dimension of signals intelligence and the wireless direction-finding system

that Hall himself had set up. Hall and Ewing had an uneasy relationship, not helped by the

The Grove Review

latter reporting directly to the over-centralising Chief of the War Staff, the taciturn Rear Admiral Henry ('Dummy') Oliver.

This unfortunate disconnect, compounded by the not entirely helpful influence of the then Director of the Operations Division Capt Thomas Jackson, intelligence failures led to the that contributed significantly to Jutland's less than happy

Hall was, however, very right in his assessment of the result: the High Sea Fleet had been sufficiently damaged to keep it in harbour "for a few weeks". It was

out again in August.

He was able to extend his control over Room 40 shortly afterwards and the whole system benefited from the thoroughgoing reorganisation of the War Staff by First Sea Lord Sir John Jellicoe in

Jellicoe took over responsibility for the Staff as a whole. Oliver became Deputy Chief responsible for surface operations (and, sadly, more failures) and Rear Admiral Alexander Duff, the first ACNS, responsible for anti-submarine operations.

Hall worked closely with

Duff to achieve the eventual neutralisation of the German submarine menace. He also now ran what was the contemporary equivalent of the World War2 Bletchley Park and today's GCHC which led to the GCHQ transmission to the USA of a decrypted secret telegram from German foreign Zimmerman minister to Mexico promising territorial restoration of US lands annexed less than a century before in return for supporting Germany against the USA. This had a considerable impact on President Wilson's decision to ask Congress for a declaration of war

on Germany. All this and more is included in the new book 'Blinker' Hall the Spymaster: The Man Who Brought America into World War 1 by David Ramsay (Spellmount £25 ISBN 978-1-86227-465-5).

The author is the son of Admiral Sir Bertram Ramsay the great World War 2 exponent of amphibious warfare, and his grasp of naval history is generally sound, despite an annoying habit of referring to the World War 1 Imperial German Navy as the Kriegsmarine – a name it only adopted under Hitler.

The story of Hall's fascinating

career and contribution to victory at sea is well and sympathetically told. I would not have put quite the same overwhelming historical emphasis Zimmerman the telegram, although the author does make a good case for its cardinal importance adding decisively to the U-boat offensive in leading to America's 'association' with the Allies (the Americans could never quite become 'allies' themselves). Yet Hall overstated the case

more than a little when he claimed with reference to America's entry into the war: "Alone I did it." Perhaps inevitably in the shady

and secret world of intelligence one can never be sure of the real story. Ramsay admits he has no corroboration for some of Hall's fascinating later assertions.

Some are of more than passing interest, however, notably Hall's claim to have used an agent to transmit an order to von Spee, the victor of Coronel, to attack the Falklands and thus place his head in the jaws of the battle-cruiser trap laid for him.

It is an intriguing thought that does have circumstantial evidence to back it up: if Von Spee had got back home the blow to British prestige would have been much greater than it was.

The author knocks firmly on the head the legend there was some conspiracy involving the Admiralty to sink the Lusitania.

He places the blame firmly on the sclerotic and overloaded Admiralty intelligence and operational staff structure that would fail again at Jutland.

It might be added that if the

intention really had been to bring the USA into the war in 1915 it signally failed, the USA only entering the conflict just over two years later. Then the Admiralty did play a role.

The author has clearly worked hard to give his account the authority of a wide range of primary and secondary sources and has produced, in this ninetieth anniversary year 1918, a timely and useful new assessment of Hall

and his contribution to victory.

Ramsay clearly communicates Hall's virtues as a 'spymaster', his forceful but attractive personality combining imagination, ruthlessness and guile. On finishing what is an absorbing, informa-tive and entertaining book, the critical reader need not accept all the claims made in it.

Nevertheless he or she will have gained a much better idea of the enormous contribution to the war's successful outcome made by one of the most able figures in its management.

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Going for gold (again)

THE RN's two Beijing Olympians will have another crack at sporting glory - on home turf.

Both rower Lt Peter Reed and sailor Lt Cdr Penny Clark have announced their intentions to take part in the 2012 games with the RN giving them 100 per cent support.

Lt Reed took gold in the men's fours in the summer; Lt Cdr Clark was in with a medal chance in the opening stages of the Laser Radial event but eventually finished tenth.

eventually finished tenth.

"Since I returned from China
I've felt that there's unfinished
business," said Lt Cdr Clark.

"Now I have the opportunity
to rectify the mistakes I made
this time round."

this time round." As for her fellow 2012 hopeful, his coach Jurgen Grobler believes he's in with an excellent chance of taking another gold. "I'm sure that Peter has

not yet reached his top performance and there is more to come from him. Hopefully that will come in London in four years' time," he added.

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AS BEFITS a picture of a sailor lugging a heavy powerbag around, we'll begin the sporting round-up from HMS Lancaster with a spot of,

The frigate's LPT Daz Hoare is ensuring that despite the punishing operational schedule, sport remains to the fore – and the cricketers have been in action especially this past month.

The Taverners in Bahrain have twice been the opposition - and twice

foiled the sailors' efforts.

In the first clash with the locals, Lancaster fell 21 runs short of the 231 with 49, assisted by an impressive 32 from PO Greening.
Clash number two was a Twenty20 affair. Good RN bowling restricted the Taverners to 180 – an attainable target.
Another impressive hit from Greening (30) and an unbeaten 38 from new boy Lt Moss-Ward led the Lancaster response.

With five overs left that target was yeall within sight, but the fall of five

With five overs left that target was well within sight, but the fall of five quick wickets turned the tide of the match.

Going into the final over, the sailors needed 14 to win. They managed 13, ending the match in a draw. The Taverners said it was the best game they'd taken part in.

Sport isn't just limited to the cricket field; the flight deck is regularly turned into an obstacle course for the power bag challenge (against the clock), and the ship now has an all-male netball team which is looking for matches in the Gulf region.

And by the time you've read this the Red Rose should have taken part in the legendary Dubai 7s rugby tournament, where they faced the Crabs, Pyrenees (presumably a club, not the mountain range) and Vauxhall Motors in the group stage.

Go global

THREE 67ft yachts will fight it out for Service honour in a yearlong race around the world

Exercise Transglobe is the largest offshore sailing adventurous training event in a

Eleven of the 13 stages are devoted to AT – but there will be two legs where the Service sailors will be up against the cream of international ocean racing.

The RN, Army and RAF Sailing Associations will be picking the crews for those two egs (the legendary Sydney-Hobart race and Antigua Race

But for the rest of the race, which runs from July 2009-July 2010, any Royal Navy/Royal Marines personnel are free to apply, irrespective of their

experience.
The DIN with instructions on applying can be found at www. jsastc.org. More information on the race is available from www. exercisetransglobe.com or from Sqn Ldr Neil Cottrell 9380 65610.

High winds on Hayling

CPO Johnny Walker regained his crown as the Navy Windsurfing Champion as the Navy windsurfing team came second to the Army in a closely-fought Inter-Services at Hayling Island.

With a promising south-westerly Force 5-6 forecast, the first day looked set for some exciting racing between the three Services, writes Cdr Gerry

It was just a question of waiting until midday for the tide to go down to flatten the water and reduce the risk to kit when launching through the shorebreak, and to make a decision as to whether the racing was to be a slalom or course format.

The Inter-Services rules state that the upper wind limit for course racing is 20kts, the top end of a Force

As it happened, the big winds forecast did not materialise until much later in the day, so with the wind set at the top end of a Force 4, gusting a 5, the 30 competitors ventured on to the water with 10 or 9.0m sails ready to do battle.

The course was set as a relatively small box, three laps for the representative teams and the 'silver fleet' (sailors not selected for a team but capable of competing on the full course), and two laps for the 'challenge fleet' (those new to formula racing).

The first race for many was played out on a steep learning curve.

The course may have been small, but wind speeds and sea state changed markedly on the outside of the

Number 1 mark was set close to the Winner bank in shallow water, and at some part of the day, many sailors would come to grief catching the long 70cm formula board fins on the mark's cable, which was on a long shallow stay.

This mark needed to be given a clear berth to guarantee rounding it safely, and with tide and wind setting on to it, even at speeds of 17 to 20kts, this was no mean feat.

Those challenges aside, Johnny Walker was straight on form with a first place, closely followed by the Army's Gareth Baker in second. The RAF's Simon Kent in third place was in good form, though sadly for the RAF, he was the only member of their team to produce such consistently sound results during the

day.

First race over and a quick turn round to start the

This time Johnny was pipped to the post by Gareth Baker, closely followed by Simon Kent and the Army's Alan Cross, Navy racer Nic Dodd pulled off his best result with a storming seventh place.

The third race saw the RN's Paul Morris really

hitting form. In the first two races he had clearly been loafing, or perhaps tuning his kit, with (for him) lacklustre seventh and fifth places.

Now up with the hunt he took first place, and to show that it was no accident, did the same in the fourth race.

Unfortunately, in the third race, both Johnny and Nic took catastrophic wipeouts at No 1 mark (that pesky shallow mooring line) and as a result finished joint 29th.

With a damaged rig as a result, Nic had to re-rig which meant that he missed the start of the final race, doing well playing catch up to finish with a 14th

Among the RN team, Dave Strudwick, Adrian Wallis and myself pulled off reasonably-consistent middling performances, coming 14th, tenth and

seventh respectively in the team championships.

Nic Dodd was in 11th place and Paul Morris had risen to third. Johnny, however, produced the finest Navy performance and was unlucky not to clinch first place in the inter-services. With equal points, he was only beaten by Gareth Baker on discard.

In the challenge fleet, the Navy's Si Cave and Gav Nicholson produced high-quality and determined performances, taking first and second places respectively. For both it had been an excellent first

season of racing with the Navy.

Nic Wheeler also competed during the afternoon, the first time he had ever stepped on to a formula board. Yes, they are a bit different, but with his wave sailing background, and new enthusiasm for slalom, we should be seeing more of him as well.

On day two, the wind seemed to have blown itself out. Adrian Wallis ventured out as the duty windsock and duly demonstrated that there really wasn't much wind, just rain.

At 1pm, the race officer decided that the four races completed on the first day would constitute the completed Inter-Services championship.

This was disappointing for Paul Morris and perhaps for the RN Team. Paul was definitely on a charge and another three races may have changed the order of things. In the event, the Army took the championship with the Navy a close second.

Vice Admiral Alan Massey, Second Sea Lord and

Commodore RNSA, presented the prizes, gently chastising the RN team for handing the Inter-Services trophy back to the Army. Next year perhaps...



TWO RN athletes represented the Service – and the nation – at the 70.3 World Championships. 70.3? It's the unusual name for one of the more demanding Ironman races around the globe.

12/08

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Clearwater on Florida's west coast was the venue for the 2008 event - only the third in its

And it comes from the distance

the 1,500 competitors have to

cover: 1.2 miles in an open water

swim; 56-mile bike ride; 13.1-mile

half marathon.

Results from 31 races around

the planet determined which 1,500 athletes could compete. RMR Richard Lomas qualified in the 25-29 age group thanks to his performance at Wimbleball, while Lt Craig Spring booked his place in the 35-39 category after a race

in Antwerp.
Wetsuits were allowed for the swim. Lt Spring crossed the line in 27m 40s (his strongest discipline). green beret colleague clambered out of the water after

34m 49s. Both men completed the cycling leg in the same time - 2h 29m

before embarking on the final slog in 25°C.

Lt Spring suffered a stitch, which meant the commando was the first RN athlete over the line, completing the half marathon in 1h 33m.

He posted a total time of 4h 42m, taking 443rd place overall

and 70th in his age group.

Lt Spring was three minutes behind which meant 475th place overall and 104th in his age

category. More details on the sport at www.rnrmtri.co.uk.

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A RAINSWEPT Llandysul in western Wales was this year's venue for Inter-Service canoe slalom competition.

And that heavy rain meant conditions on the River Teifi were every bit as challenging as the opposition posted by the RAF and

Army.

In the individual events the women's team produced the stronger performance, clinching second place thanks to Lt Charlie Jones (MWS Collingwood) taking fifth in the K1(W) and the remainder of the women securing places in the top ten. Meanwhile, the men's team had

to settle for a familiar third place with the RN's best-placed male K1 paddler, Lt 'Willow' Wielopolski (845 NAS), forced into 15th place – an achievement in itself as he had only recently returned to the UK from a tour in Afghanistan.

Unfortunately, overnight weather conditions worsened and the morning began with having to negotiate fallen trees across the road between the accommodation

and the slalom course before discovering that the river was in full flood and several of the slalom gates had been broken or swept

This meant that the hotlyanticipated team event was cancelled for safety reasons leaving the RAF as Inter-Service champions and the RN team unable to improve on a valiant

Competitor numbers continue to be affected by the pace of deployments and the Royal Navy Kayak Association (RNKA) are always on the look out for paddlers of any ability or keen novices who are interested in slalom or other disciplines.

Further information can be found on the new club website, www.rnka.co.uk

Meanwhile, Down Under...
Two UK exchange officers at Australian Fleet Base East in Sydney have raised over £500 for the Arrow Bone Marrow Transplant Foundation kayaking their way down 111km of the huge Hawkesbury River northwest of Sydney.

Both canoists – Lt Cdr Stewart Bankier and Maj Jason Ainley RE – were new to the sport, but teamed up for the annual Hawkesbury

Canoe Classic. The event is a gruelling overnight canoe endurance race including check points and opportunities for

a top-up of food and water. Mostly, however, it is just hard graft, especially in this tidal river.

This year conditions were favourable with two ebb and one flood tides.

The event started at 5.15pm and 15h 34m later the Brits crossed the finish line with a few tender limbs but a feeling of immense

(HMS) Sultan of swing

more than about 'just' playing 18 holes – although the sport is at the heart of all members do, from fund-raising to weekends

only been going for a decade, but since being formed in 1998, the Sultan Open in July has

The Sultan team could be found on the fairways of Chichester this autumn – if you

its pockets for St Dunstan's and SSAFA at events across southern England.

Membership is available to civilian or Service personnel who have worked or lived in

annual subscription thereafter just £5, plus insurance of £10 per year.
Full associate member status

is available to any golfers who are recommended by a present or former member of the

More details from CPO(MEM) Mark Williams at mvw173@ ntiworld.com or from www. engineersopen.co.uk/society/index.htm

GOLFERS at HMS Sultan are

hoping to bolster their society's numbers. HMS Sultan Golf Society is

away.
The club, surprisingly, has

become a regular fixture and one of the bigger events in the RN golfing calendar.

had a torch – when they played a round of night golf.

A weekend of sun and golf is lined up for next April and the society will continue to dip into

the Gosport establishment, Centurion, or any of the satellites such as harbour training ships. The joining fee is £6, the

24 reasons to celebrate

THE last time Scottish hockey players lifted the Navy Cup, Mrs T and Ronald Reagan were at the helm and Frankie Goes To Hollywood were all the rage. Well now it's Gordon Brown, George W Bush and Girls Aloud as HMS Neptune triumphed for the first time in 24 years.

in 24 years.
Having dispatched
Britannia Royal Naval
College Dartmouth and
Seahawk in the group stages (plus drawing with Heron), the Scots faced the Yeovilton side – the Navy cup holders – again in the

A fine goal from Lt Rob Heywood set Neptune on their way and the Scotsmen had to weather a Heron storm before a stunning individual goal from PO Stevie Parfitt sealed a 2-0

victory.

Neptune were captained superbly throughout by PO Russ Garner and expertly directed by RN Scotland coach Cpl Sam Hartland RM.

Off to a flying start

HMS Echo's footballers triumphed in a 'David vs Goliath' encounter in the Far East. The survey ship just

managed to scrape together 11 players from her small company to face the mighty HMS Kent in the balmy heat of Sembawang, Singapore.

Kent's Goliath

is slain

Size doesn't matter evidently, for despite boasting more than three times the number of sailors, Kent's 11 were no match for Echo's.

Actually, that's not strictly true, for this was a proper ding-dong-do with ascendancy alternating between the two

Kent dominated most of the first period - but were thwarted by Lt Alex Bingham in the Echo

They opened the second period in the same fashion until a quick two-goal Echo sucker punch left the frigate men

reeling. Kent clawed their way back to 2-2 following intense pressure on the Echo goal.

Not done, the frigate began to press for a winner until a breakaway from Lt Carmen with five minutes to go brought a winner for the survey men (from a seemingly impossible angle).

Squash titles up for grabs

THE top squash players in the Senior Service will be challenging for honours in the annual championships this month.

HMS Temeraire is the venue for the 2008 title on December 5-6 with the men's open, ladies' open, men's U25s, men's veterans (over 40s), men's vintage (over 50s) and men's doubles being contested.

All competitors will receive free

playing shirts upon arrival.
Details from Lt Cdr David Cooke, RNSRA secretary, on 9380 23741 (mil), 023 9272

Accommodation can be arranged in Nelson on 023 9272

January deadline

TO ENSURE your favourite nautical newspaper (that would be this one - Ed) is out in time for Christmas, we have very early deadlines for our January 2009

We'll need submissions for the sport pages by Monday December 7 at the latest.

THE best Inter-Command

competition in years saw the trophy head north of the border - and there were rich pickings for the RN's talent scouts.

The contest this year was run in two leagues, with the winner of

each progressing to the final.

In League 1, Scotland used their experience to ensure they were undefeated, beating the U23s by 6-3 (PO Archbold scoring a hat-trick for the Scots – and an own goal), and then Plymouth Command 3-2. Plymouth beat the

U23s 3-1 to finish second. In League 2 the honours went to Portsmouth who beat RM 3-2 and Naval Air Command 2-0. The Marines beat the aviators 3-1 to grab their runner-up spot.

In the final the two unbeaten teams went head to head; something had to give and the Scotland squad ran out worthy winners with a 2-1 victory.

Played in a good hard fashion with no quarter given, Scotland took the lead in the tenth minute when LS Malone (Fleet Diving Group), left unmarked in the area, guided in a free kick from the left

flank past the stranded keeper. In the 27th minute Portsmouth had an opportunity to equalise when they were awarded a penalty after CPOPT Quirke was adjudged to be unfairly challenged on the edge of the 18-yard box.

LPT Young stepped up to take

the kick and tried to place it wide to the keeper's right side only to find man of the match L/Cpl Murphy (FPGRM) comfortably saving it.

In the second half Pompey

were awarded a second penalty opportunity when Young was scythed down in the area, this time was Quirke who successfully converted from the penalty spot.

Opportunities were hard to

by but Portsmouth had a golden opportunity to go in front only to find Murphy in brilliant form in the Scotland goal deflecting the ball over the bar from a fiercely-driven shot from

In the 78th minute LET O'Reardon found some space on the Portsmouth left flank, rounded the defender and drove the ball in for the winner.

This was the best-contested championship for a number of years. Not only were all the matches close, but the quality of football was excellent. This allowed the Navy coaching staff for all representative teams a great opportunity to talent spot over 100 players and identify new potential.

It was good to see that all teams signed up to use the FA's Respect Programme with particular



Flag day - the RNFA's banner flutters while Scotland (in crimson) and Portsmouth fight it out for the Inter-Command Cup
Picture: LA(Phot) 'Knotty' Knott, FRPU East

Onside with Capt Paul Cunningham, RNFA **FOSTBALI**

attention being paid to the relationship between captains and the referee; this helped to keep the number of incidents of dissent to a minimum.

At the representative level, the 2008-09 season has begun in promising fashion.

The U23s got off to the best possible start with a 3-1 victory against Cambridge University.

After a goalless first half where debutants ETWE Hillbourne (Collingwood) and AET Gibson (Culdrose) were rock solid, NA Card (Ocean) worked tirelessly up front and deserved his goal after 57 minutes.

Twenty minutes later the students equalised from the spot, leaving the game well poised, but in the last ten minutes, ETME Kerr (Exeter) scored two excellent goals to confirm a deserved victory.

For their second game they came up against a strong Newport County side, but again ran out deserved winners by a 3-0

The RN started brightly and with another six debutants in the squad, looked to take the

After a goalless first half, a sliderule pass by MEA Mitchell (HMS Sultan) on 55 minutes sent AET Musemeki (also Sultan) away and he calmly slotted the ball past the onrushing keeper from the right side of the penalty area to give the Navy side a deserved lead.

Ten minutes later, and to show that the first pass was no fluke, MEA Mitchell repeated the feat and played in MEATobell (Sultan) who took one touch with his right foot and lashed the ball in with his left from 12 yards.

The RN continued to play good football, with another debutant AB Dinnell (Collingwood) enjoying the space on the left of midfield and looking comfortable on the

He played an inch-perfect pass for MEA Hodgson who forced the visiting keeper into a good save, but from the rebound Musemeki showed great composure to rifle in his second and the RN's third from 25 yards to cap a memorable debut for him in the U23 side.

The first match of the season for the RN Women's team saw them defeat Christchurch Ladies

by 4-1. The Navy started the match brightly and with great enthusiasm, which paid off in the sixth minute with a goal from LS Julie Hewitt.

The first half continued with the Navy ladies creating lots of chances but in return the Christchurch keeper produced some excellent

The RN's second goal came on the half hour mark from a well-taken corner, providing AB Sarah Collins with a tap in, her first goal for the RN.

Despite eight Navy corners in the first half, the opposition scored from a penalty after a rare attack ended with a foul in the area.

The second half again saw the Navy on top and manager Lou Lewis made two inspired substitutions, bringing on ETMEs

'H'Wilson and Laura Mackenzie. In the 69th minute Julie Hewitt made a perfectly-weighted pass for Laura Mackenzie to run on to and confidently slot the ball home.

The fourth Navy goal came in the 82nd minute. A positive run by POAEM Marissa Dryhurst from defence, saw her carve open the Christchurch midfield. The move resulted in a cross

into the box from the right hand side which the Christchurch keeper was only able to flap at, and LPT Sam Covey, the final substitute of the evening, tapped the ball into the back of the net.

This year's East vs West Womens' Command Game saw five new faces playing in their first RN(W) match.
The two sides were evenly

matched, and the first half was played at a good tempo, with the East playing the better football through midfield, but unable to break through the West defence. The first goal was scored after 23

minutes by debutant Logs Helen Kingscott (Raleigh), whose volley from the edge of the box flew into the top corner of the goal.

space on the flanks, but were unable to create anything from these promising positions.

The second half saw the East

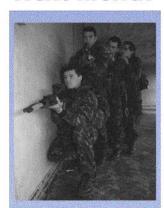
The East continued to find

start strongly, but they failed to create any clear chances, and as the half went on, the West took

control. On 81 minutes, Kingscott picked up the ball in the middle of the pitch and played a great pass in behind the East defence which allowed Collins to go one-on-one with LStd Lee in the East goal.

Collins got to the ball first and nicked it into the net. The third goal was scored by AB Sarah Mansfield, five minutes from

Next month



Looking for rubble? **Training RM** mountain leaders in an abandoned factory



Kenya tell where it is yet? In East Africa with the Junglies



Start the new year with a bang the best RN/ **RM** images of 2008 supplement



On the pirate trail with **HMS Kent**







Let's get ready to Khumbu

PRINCE Harry formally launched a major RN/RM mountaineering expedition which will help wounded naval personnel return to active duties.

As many as 90 green berets and sailors will head to the Himalayas next autumn for Khumbu Challenge.

Among them hopefully will be Mne Ben McBean who lost an arm and leg in Helmand – and returned home from Afghanistan on the same flight as the royal Army officer.

The prince watched as Mne McBean and four comrades scaled a climbing wall at HMS Drake – early preparation for the challenge organised by Cpl Steve Perry RM of the Adventure Training Centre at Drake.

Expedition leader Cpl Perry will take able-bodied and recovering RN/RM personnel on a series of treks and climbs in the shadow of Everest.

A main team of 12-16 veteran climbers will scale Gokyo Ri, Lobuche East, and the technicallychallenging Ama Dablam, a 22,350ft mountain.

Less-experienced climbers in a high-altitude development team climbIsland Peak, Pokalde

and Lobuche East.
And three junior teams, each about 20-strong including five to seven injured personnel, will trek to base camp and attempt to climb Kala Pattar (18,192ft).

They will carry a series of pennants with them - some signed by Prince Harry, some by First Sea Lord Admiral Sir Jonathon Band, and some by Flag Officer Sea Training Rear Admiral Richard Ibbotson, the expedition's military

The patrons watched Mne McBean make his way up the 18ft wall, spurred on by fellow amputee Maj Jim Bonney (who lost his lower right leg following a mountaineering accident) and by the promise of a beer from the royal sponsor. royal sponsor.

The 21-year-old achieved that goal – and has bigger targets in his sights in the run up to Khumbu, including running the London Marathon next spring.
"This expedition will show that

even if you are injured fighting in Afghanistan, there is still a future in the Royal Marines," said Mne McBean.

"We are not forgotten. We can still work in the marines and also undertake a strenuous

mountaineering challenge." Expedition leader Cpl Perry added: "If you give a Royal Marine a physical challenge, he will strive to succeed to the utmost.

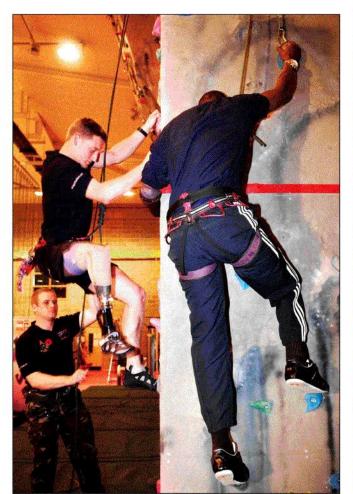
"They now have 12 months to prepare. It's what they thrive on and I'm proud to be working on this with them."

Admiral Band praised the spirit of those planning to head to Nepal.

"This is a fantastic challenge. Some of these people have suffered some really rough luck serving

their country," he said.
"Now they will be facing this huge mountain. I wish them all the best."

More details on Khumbu Challenge from Cpl Perry on 01752 555312 (mil 9375 65312) or perrys@a.dii.mod.uk



• Royal Marines Maj Jim Bonney (left) and Mne Ben McBean scale

Wrath of the Barbarians

That was as good as it got for the Combined Services - but for the first 20 minutes of the second period they held their own against the

Barbarians. Indeed, going into the final five minutes of the game the Forces were only 21-14 down – and could have reduced the gap but for a couple of knock-ons.

Two late tries sealed the Baa-Baas triumph – and gave the impression of a rather more emphatic victory than much of the match suggested: 33-14.